

BOOK #6

RAILROADS OF PENNSYLVANIA ENCYCLOPEDIA AND ATLAS

Book #6 **Railroads of Pennsylvania_- Encyclopedia and Atlas.** Brief histories and locomotive records of the 2500 incorporated, both built and not built and privately built unincorporated railroads (one mile or more mainline haul). Also includes several historical articles on subjects concerning railroading in the state from its inception in 1825, 510 p., 1987 by Thomas T. Taber III. Book fully reproduced. Not copyrighted. (I believe Pennsylvania more railroads, incorporated and private, of any state in the country.

Instructions for use: Scroll to Contents, page 2, and click of the desired county or railroad or the one of several brief articles.(They are underlined.) To find a railroad you can type in its name if known and search on Find. Also click on Index and scroll to find the name desired. The names on this index are not linked to their subjects. Then note its page number and scroll to it. .

Book #6

**RAILROADS OF PENNSYLVANIA
ENCYCLOPEDIA AND ATLAS**

Compiled by

THOMAS T. TABER III

DEDICATION

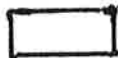
William S. Young

and the late

Thomas Norrell

Suggestions from these two long time friends have culminated in this book. Many years ago when I worked at Wellsville, New York, Bill Young suggested that I look into the Climax locomotive, which had been built a hundred miles away. This idea ultimately resulted in the book I did in conjunction with a former Climax employee, Walter Casler. Researching its preparation exposed me to the large number of Pennsylvania logging railroads.

I soon after moved to Pennsylvania. Many years earlier Thomas Norrell had hunted for old photographs in New York and New England, and more recently we had travelled through West Virginia in search of logging railroads, finding several previously unknown to railroad enthusiasts. He now suggested that if I located old photos he would come up periodically with his portable copying rig to copy them for us. From this beginning evolved the award winning "Logging Railroad Era of Lumbering in Pennsylvania" book. In researching it I became familiar with not only logging but all railroads in the areas of my travels. The logical next step has resulted in this encyclopedia and atlas.



Portions of this book may be copied by whatever method may be desirable. It will be appreciated if subsequent use of the material acknowledges credit to this encyclopedia by giving its name and author. Comments concerning this work may be addressed to the author and publisher:

Thomas T. Taber III
504 South Main Street
Muncy, Pennsylvania 17756

ISBN 0-9603398-5-x

1987

CONTENTS

Preface	4
Railroads by County	
Adams	6
Allegheny	8
Armstrong	32
Beaver	34
Bedford	38
Berks	40
Blair	45
Bradford	50
Bucks	55
Butler	58
Cambria	63
Cameron	69
Carbon	71
Centre	74
Chester	82
Clarion	85
Clearfield	87
Clinton	97
Columbia	102
Crawford	104
Cumberland	105
Dauphin	106
Delaware	111
Elk	113
Erie	122
Fayette	123
Forest	130
Franklin	136
Fulton	138
Greene	139
Huntingdon	140
Indiana	145
Jefferson	146
Juniata	152
Lackawanna	153
Lancaster	159
Lawrence	161
Lebanon	164
Lehigh	169
Luzerne	171
Lycoming	178
McKean	183
Mercer	196
Mifflin	198
Monroe	201
Montgomery	203

Montour	206
Northampton	209
Northumberland	212
Perry	213
Philadelphia	217
Pike	220
Potter	221
Schuylkill	226
Snyder	229
Somerset	230
Sullivan	238
Susquehanna	243
Tioga	244
Union	246
Venango	248
Warren	253
Washington	258
Wayne	263
Westmoreland	264
Wyoming	268
York	271

Major Railroads

Baltimore & Ohio RR	274
Baltimore, Buffalo & Susquehanna RR	282
Baltimore, Buffalo, Rochester & Pittsburg RR	288
Baltimore, Pittsburgh & Western RR	293
Bessemer & Lake Erie RR	300
Central RR of New Jersey	305
Delaware & Hudson RR	310
Delaware, Lackawanna & Western	313
Erie - N.Y.S. & W. RR	318
Lehigh & New England RR	333
Lehigh Valley RR	337
Monongahela RR	346
New York Central RR	351
New York, Ontario & Western RR	361
Pennsylvania RR	363
Pittsburgh & Lake Erie RR	435
Pittsburgh & West Virginia Ry	442
Pittsburgh, Shawmut & Northern	445
Reading Ry	448
Western Maryland Ry	475
Early History of Railroads in Pennsylvania	478
Earliest Railroad Companies of Pennsylvania	480
Locomotive Builders of Pennsylvania	482
Car Builders of Pennsylvania	484
Index	485

SIDELIGHTS

Railroad Oddities	7	Emblems - Insignias	240
Unusual Railroad Names	33	Articulated Locomotives in Penna.	260
Bridges	60	Renovo	299
Narrow Gauge Railroads	60	Abandoned Trackage in Pennsylvania	362
Busiest Engine Terminals	84	Planes	479
The Anthracite Industry and Its Railroads	112	Switchbacks	483
Railroad Museums Of Pennsylvania	166		

PREFACE

This book is intended as a compendium of all incorporated railroads whether built or not, and all unincorporated line-haul railroads. Unincorporated plant facilities (companies owning locomotives to switch their factory or strip mining pit) are not included.

Pennsylvania is believed to have had more railroads/railroad corporations than any other state - about 2500. They fall into one of six categories:

1. Independently organized, built, and operated. In some cases, years later, was acquired by a larger connecting road.
2. A wholly owned subsidiary incorporated by the parent company so as to build trackage into a new area. It never owned equipment.
3. Independently organized and built but prior to completion was acquired by another railroad. Usually no equipment.
4. Unincorporated railroads operating on the property of the railroad's owner or over land by agreement. Most were either logging or clay mine railroads.
5. Incorporated plant facilities. These railroads served a single large industrial plant, usually a steel mill, so as to get a portion of the freight rate as originating or terminating carrier. Later railroad rate-making agreements eliminated this need.
6. Incorporated but never built (paper railroads) of which there were 1200 to 1300.

Electric railways - trolleys and interurbans - are not included unless they carried carload freight and operated locomotives. Some of the paper railroads, particularly those incorporated from 1895 to 1910 may have been intended to be electrically operated. However, they were incorporated under the steam railroad act rather than the electric railway law.

This encyclopedia is intended to identify every piece of track laid in Pennsylvania as to who built it, when, why, subsequent ownership, and ultimate disposition. All paper railroads are included as they often preceded a constructed line.

This book is divided into two sections. The first is by county so that any track can be identified as to owner by studying the map. Small railroads, usually operating only within a single county are included in these county chapters. Paper railroads are also included, listed chronologically rather than alphabetically. Section two comprises rail systems operating in several counties. Locomotive rosters have been included except for major interstate carriers. Some of these rosters are incomplete. In some instances people currently unknown to me have more complete information.

A work of this nature is bound to have errors and omission of information known to others. Such information will always be welcomed by the author, and will be incorporated in addendas.

Data on paper railroads is limited to incorporation date and proposed location. Many of these companies were inter related or related to subsequently constructed railroads as evidenced by having the same incorporators. The researcher will have to check at the Secretary of State's office in Harrisburg on the microfilmed incorporation papers for this type of information. Also, local newspapers will give information on paper roads - along with some which were to be incorporated but were not.

It has not been practical to find a few incorporation records. The State charges \$5.00 for every name they look up on their master set of index cards. The annual reports of the Public Utility Commission listed dissolution of charters for six companies for which no incorporation papers were found on microfilm - Clarion, Mahoning, & Pittsburg RR (dissolved 1894-95), Dravosburg, Mendelsohn & Elizabeth RR (dissolved 1894-95), Gleasonton and Coal Hill RR (dissolved 2-10-1929), ~~Harrisburg and Eastern RR (dissolved 1891-92)~~, Hilltop RR (9-8-1932), and Titusville, Cambridge & Lake Erie RR which became the Lake Erie RR in 1902. The Long Valley RR and the ~~Susquehanna and Delaware River RR~~ were listed in Poors Manual having trackage in 1883, but no location was given and no record at Harrisburg found. I was also unable to find incorporation or name change (mergers usually) dates on several other railroads, and so their dates are missing from this book.

There is a chance of error on completion dates of some railroads. The data came from Poors Manual, and some dates given by the railroad to Poors are highly questionable such as any giving the first day of a month.

Abandonment information is particularly susceptible to more accurate information. For the most part I only had the Interstate Commerce Commission's approval date. However, some track was removed prior to ICC approval; some continued being operated for some time after approval; and some track, although not used, remained in place for years. Whether service halted on the ICC approval date, had been halted earlier, or if the track was soon after removed, are unknown to me.

Publication aspects of this book are a compromise between knowing how a good job ought to appear and realizing that the market for this book is extremely limited. No compromise was made on what information would be included; nothing was deleted for expediency. A good professional looking job would have been prohibitively expensive, and therefore would not be bought by the few people and libraries that might be interested unless I wanted to subsidize it out of my bank account. To that idea both my wife and I objected.

I did not have a word processor so that additional material was added, it would blend in smoothly. To retype everything just prior to printing to ensure uniformity of type face and layout of information was not felt justified from the anticipated in-

terest in the book. To cover the cost of the photographic pages these have also been issued as a separate booklet for the many persons interested in old engine pictures, but not in the encyclopedic information.

In order to minimize the number of pages and prevent the added expense of two volumes - thereby keeping the price "reasonable" I reduced the type size. I also purchased a used color copier to print the book which allowed a printing of only 25 or 50 copies to have the same unit cost as if 1000 copies had been commercially printed. These compromises have resulted in being able to produce 50 copies of a 500 page cloth bound, acid free book having more than 90 colored maps and 200 photographs for under \$2500.

I would like to thank several persons who have done original research incorporated in this book - Richard D. Adams, C.F.H. Allen, Walter Casler, Samuel H. Fredericks, Earl J. Heydinger, Benjamin Kline, Jr., Peter Mosheim, Victor Koenigsberg, Clare Rogers, Wayne Lincoln, Robert Pivarnik, Ivan Saunders, and Roger Saylor. Many other people helped on specific questions. Mrs. Greta Wilson, librarian at the I.C.C. at Washington researched bits of information I had missed during my visits there.

Sources of information were:

Legislative Acts of the Commonwealth of Pennsylvania, 1825-1874
 Incorporation records at Secretary of State, Harrisburg, 1868-1931
 Interstate Commerce Commission Reports-Finance Reports 1920-1985 on abandonments, computer printout on abandonments 1961-1985, and individual card file.
 Topographic maps, particularly the old 1"/mile scale. Also the railroad map produced annually by the Commonwealth

from the late 1880s to 1929.
 Annual Reports of the Dept. of Internal Affairs, part IV.

Poors Manuals. (Incorporation dates sometimes vary from dates I used. Poors may show the date the directors prepared the papers; I used the filing date at Harrisburg.)

Official Railway Guides
 County atlases of the 1870s which show detailed track locations and buildings
 County histories of the late 1870s-late 1890s having material buried in township and borough write-ups - particularly useful if no weekly newspaper for the area exists.

Material used in the preparation of the books, "Logging Railroad Era of Lumbering in Pennsylvania." Copies of these notes are on file at the Railroad Museum at Strasburg, Pennsylvania.

Locomotive rosters were derived from Material at the Railroad Museum at Strasburg and the files of the Railway and Locomotive Historical Society.

Railroad histories already published. For the most part relatively little information was obtained because these histories are usually incomplete on predecessor companies and in some cases inaccurate. Exceptions to this include the work of Earl Heydinger on anthracite railroads and C.F. Allen on McKean County railroads published by the Railway and Locomotive Historical Society and Roger Saylor's "Railroads of Pennsylvania," C. T. BAER'S "CANALS & RRS OF THE MID ATLANTIC STATES"

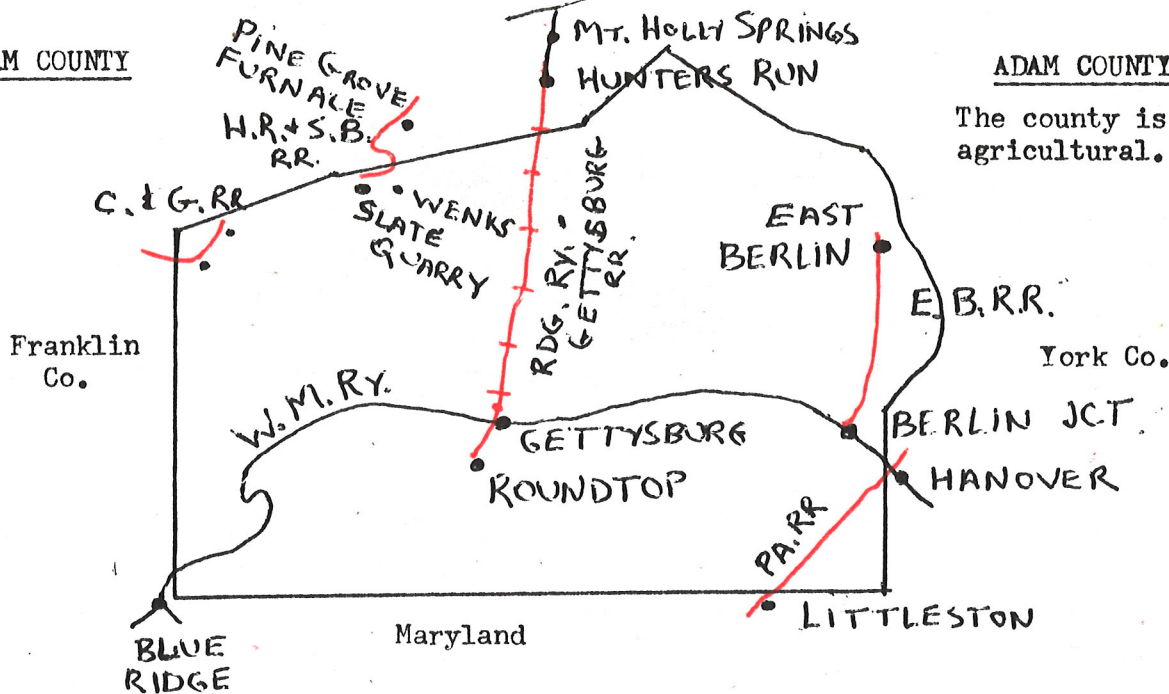
Photographs with few exceptions have been selected which have never been in print nor are likely to be. Besides railroads I have included a few examples of contractors, mining, iron furnaces, and other industrial plant locomotives.

Thomas T. Taber 3d

NOTE: Books above #380 do not have color maps and most lack some or all of the coated paper, offset printed photographs. I ran out of the coated stock paper and discontinued printing additional copies of the book. Continual requests to obtain a copy has caused me to reprint. However, in the meantime my color copier, which I used to make four color maps, wore out. My replacement machine has only black. While most maps are adequate in black, some may be very confusing without color such as the Luzerne and Lackawanna County maps. You may want to consider taking color pens and adding color, red, green, and blue. While the maps are crudely drawn, there is sufficient information on them and in the text so that a person with a topo map should be able to locate every line correctly on a topo map. This book was prepared before computer ownership so that additions had to be entered in whatever way they could be squeezed in. Therefore the unkempt appearance.

2-22-95 TTT

The county is basically agricultural.



Berlin Branch RR

Inc. 3-3-1876 and opened May 1877 Berlin Jct. north to East Berlin, 7 miles. Std. gauge. Operated by the Western Maryland RR to serve agricultural needs. Locomotives: Used Western Maryland engines until probably sometime in the 1890s when acquired an ex Penna. RR 4-4-0. This engine was scrapped after 1905. Reorganized 7-9-1903 as East Berlin RR and assumed independent operation.

East Berlin Ry, RR

Inc. 7-9-1903 as reorg. of Berlin Branch RR and assumed independent operation from Western Maryland Ry. Foreclosed 7-18-1914 and reorg. 9-8-1914 as E.B.RR. Operations discontinued 9-9-1914. Track removed late 1914 East Berlin to Abbottstown, 3.7 miles. Relaid and operations resumed 5-27-1916. Operations again discontinued 11-15-1939 and I.C.C. authorized abandonment 6-21-1940. Torn up soon after.

Locomotives:

1	4-4-0	Grant	1872		ex W.M.Ry #6 (orig. #11) acq. 3-1905
2	0-4-4	Baldwin	1904	24108	ex Emmitsburg RR #2, acq. 1-1916
3	4-4-0	Rogers	1884	3449	ex Cumberland Valley RR #36, acq. 8-1916
4	"	Altoona	1891	1665	ex Pa. D7 #5012, acq. 12-1918. Sc. 1925
5	0-6-0	"	1904	2286	ex Pa. B4a #1407, acq. 12-1924. Sc. 1932
6	0-4-0	Plymouth	1929	3312	New (gasolene). Sold 1941 to Greenville Car Co.

Chambersburg & Gettysburg RR. See Franklin County

Gettysburg RR

Inc. 3-29-1874 and took over Reading Ry line from Mt. Holly Springs to Gettysburg, 24.3 miles. Track owned by the Commonwealth and operated by G.RR. Track originally built by South Mtn. Iron & RR Co. Mt. Holly Springs to Hunters Run in Cumberland Co. and Gettysburg and Harrisburg RR, Hunters Run to Gettysburg. (Rdg. RR previously abandoned G. to Round Top. MANY OLD DIESELS & BALOW 2-8-0

Hunters Run and Slate Belt RR. See Cumberland Co.

Paper Railroads

Adams County RR

Inc. 4-6-1832 Gettysburg to Maryland State Line in vicinity of Monocacy

no name

Inc. 2-18-1836 Gettysburg to B&O RR and C&O Canal to Maryland at Williamsport or west. Authorizes canal commissioners to put 20-30 miles under contract.

Chambersburg & Gettysburg RR

Inc. 5-20-1837 Chambersburg, Franklin County, to Wrightsville & Gettysburg RR, York County

Adams County RR

Inc. 4-14-1863 (but authorizing tax not paid until 1868) York Springs, Adams Co. to Bridgeport, Cumberland Co.

Bendersville RR

Inc. 3-11-1871 Gettysburg to Conewago Opossum Creek to Bendersville, Adams Co.

LN 54 265.
SEE APPENDIX 5

Paper Railroads cont.

Gettysburg Spring RR

Inc. 10-6-1868 Gettysburg to Gettysburg Spring, 1½ miles.

Pendersville Extension RR

11-4-1873 From Pendersville RR near Pendersville to Landisburg, Perry Co. on Newport and Sherman's Valley RR

York Springs RR

Inc. 10-12-1878 York Springs, Adams Co. to Dillsburg, York Co., 11 miles

Round Top RR

Inc. 9-14-1882 Gettysburg to Round Top, 3 miles

Gettysburg & Emmitsburg RR

Inc. 11-10-1882 from Round Top RR at Round Top to Maryland line in Freedom Twp. Adams Co.

Baltimore and Harrisburg RR

Inc. 5-29-1883 New Oxford, Adams Co. to York Springs, 12 miles

York Springs and Dillsburg RR

Inc. 6-21-1892 York Springs, Adams Co. to Dillsburg, York Co., 9 miles

Granite Hill RR

Inc. 1-4-1893 from Balt. & Harrisburg RR near Granite Station to Granite Hill Quarry, Stratton Twp, 1 miles. Charter dissolved 1894-95.

Gettysburg, Baltimore and Washington RR

Inc. 7-13-1895 Cemetery Hill, Gettysburg to state line near Biddle Mills and branch/Round Top extension of Gettys. & Harrisburg RR. to

Washington, Westminster and Gettysburg RR

Inc. 11-8-1897 Gettysburg to state line at Klinefelters Mill, 1¼ miles

Washington & Gettysburg RR

Inc. 4-1-1906 Gettysburg to Maryland at Freedom Twp, 8 miles

Conewago and Southern RR

Inc. 5-8-1911 Biglerville on P&R RR to Cashtown, 8 miles.

RAILROAD ODDITIES

Oddities, or trivia, in a state the size of Pennsylvania it is bound to have its share. The Valley Railroad in McKean County, which for years had only one mile of track, was the shortest railroad in the United States. What it did not show in the Official Guide was that although it owned only a mile of track (after abandoning the rest), it operated the ten mile branch line of the Pennsylvania Railroad from Kinzua to Westline. The rails were too light for Pennsylvania locomotives, and the Penn did not want to lay heavier rail.

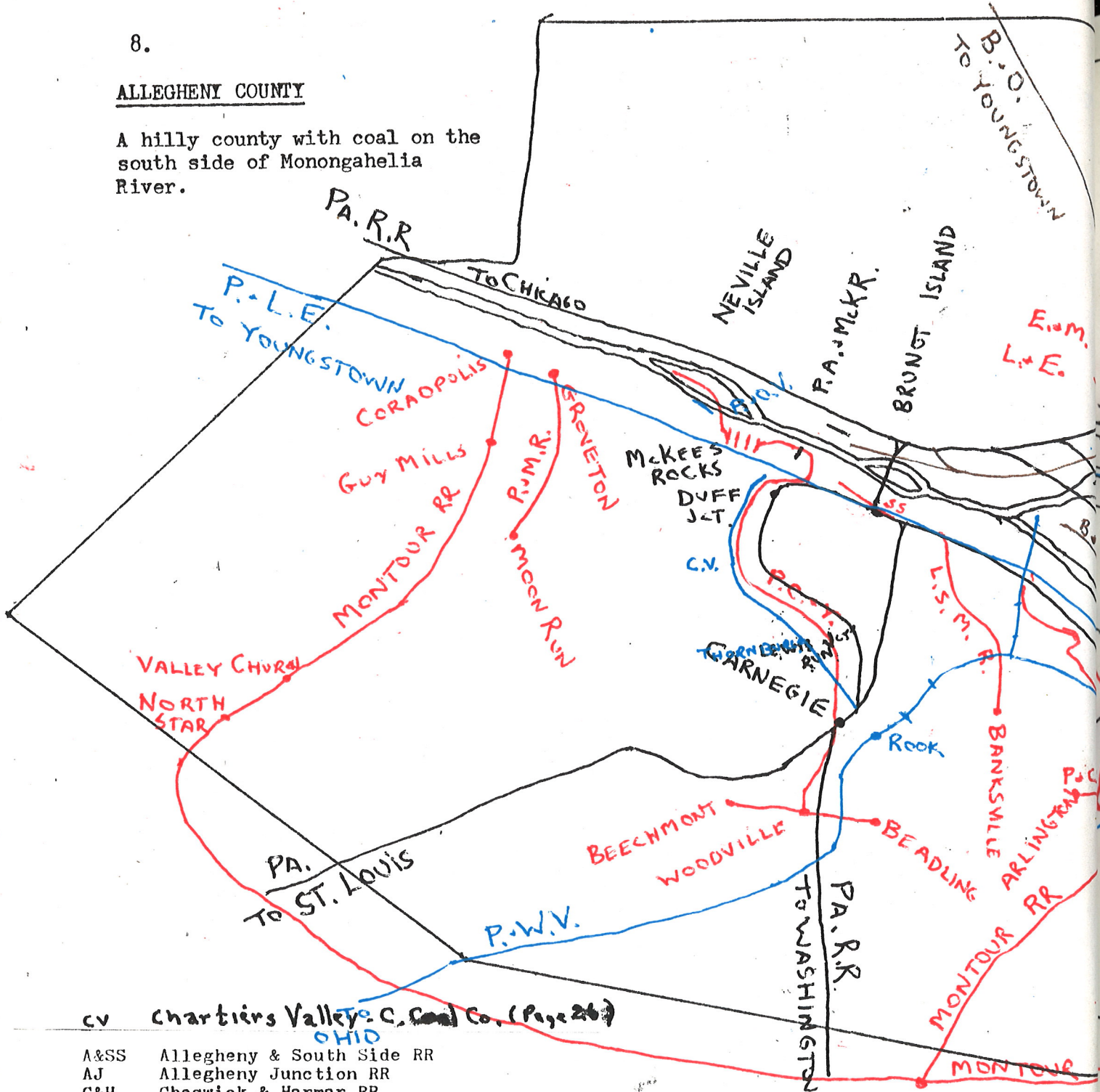
The Strasburg Railroad, known to thousands of tourists near Lancaster, is the oldest short line railroad still operating. It was chartered in 1837 and rechartered in the early 1850s. During its final years as a regular shortline in the 1950s it brought in an occasional car of fertilizer or feed into Strasburg, but when the business expired due to old age of its owner, the railroad shut down. It was then resurrected by several railfans, and capitalizing on the growing tourist business of the Amish area has thrived.

Every county in Pennsylvania had railroads, but only Fulton never had any passenger service. It actually only had a mile of common carrier railroad track as all other trackage belonged to lumber companies.

The largest number of line haul railroads in a small area, each serving its own customers, was at Winton, north of Scranton. Five different railroads could be found with branch lines within a 3/8 mile radius - Lackawanna, Ontario and Western, Delaware and Hudson, Erie, New York, Susquehanna & Western. No where else in the entire United States were there so many different roads each running local freights. All served coal mines.

ALLEGHENY COUNTY

A hilly county with coal on the south side of Monongahelia River.

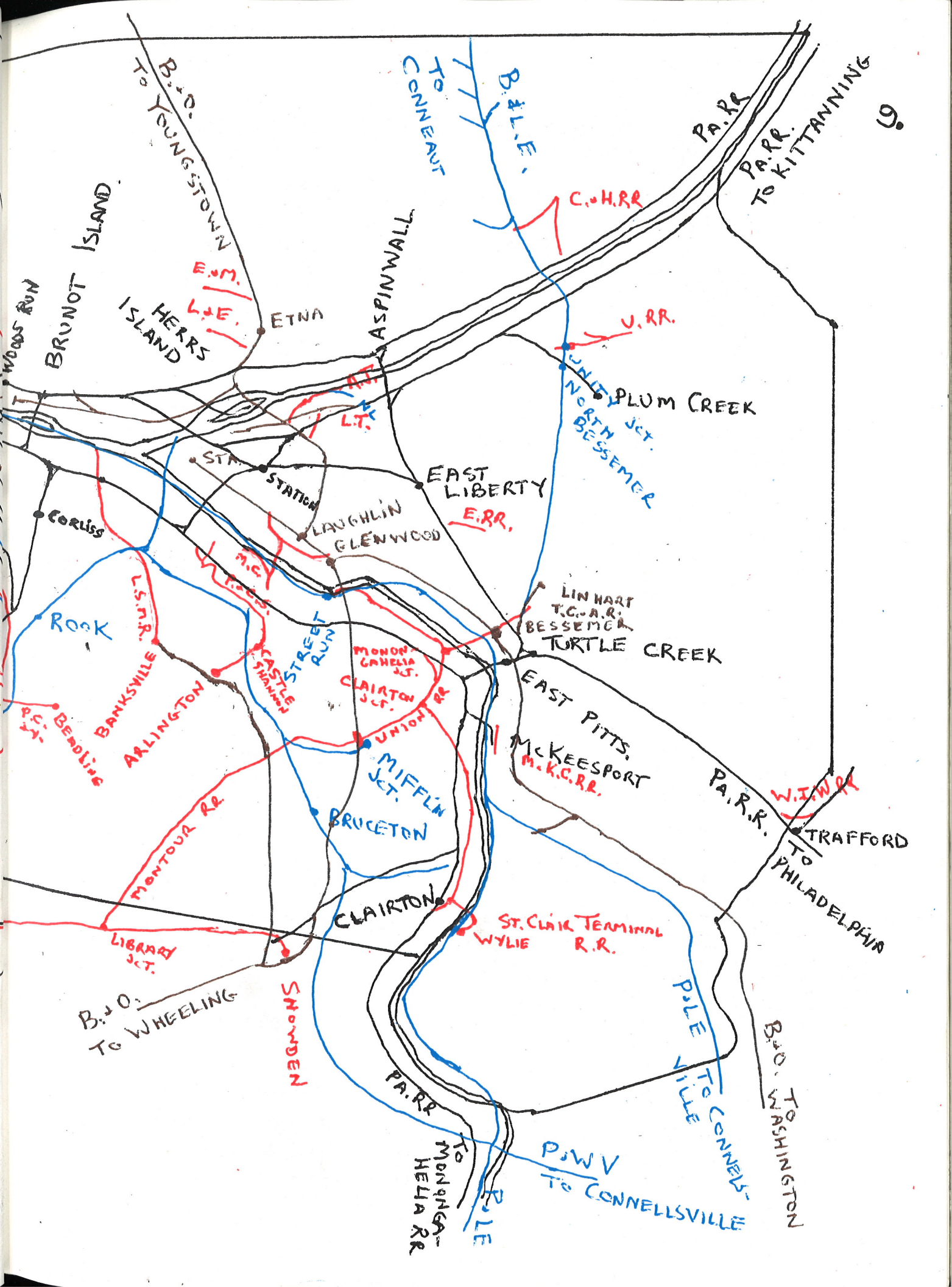


cv chartiers Valley - C. Coal Co. (Page 26)

- A&SS Allegheny & South Side RR
- AJ Allegheny Junction RR
- C&H Cheswick & Harmar RR
- ERR Edgewood RR
- E&M Etna & Montrose RR
- L&E Lawrence & Evergreen RR
- LT Lawrenceville Terminal RR
- LSMR Little Saw Mill Run RR (P&WV)
- McKC McKeesport Connecting
- MC Monongahelia Connecting RR
- NL Northern Liberties RR
- PA&MR Pittsburgh, Allegheny & McKees Rocks
- P&AR Pittsburgh & Allegheny River RR
- P&MR Pittsburgh & Moon Run RR (Montour)
- P&OV Pittsburgh & Ohio Valley RR
- PC&Y Pittsburgh, Chartiers & Youghioghny
- TC&AR Turtle Creek & Allegheny River RR
- U Unity RR
- WIW Westinghouse Inter-Works RR (Westmoreland Co.)
- McKeesport Terminal (not mapped, at McKeesport)
- NL Northern Liberties RR
- SS South Shore

LIBRARY JCT.

B.O. TO WHEELING



ALLEGHENY AND SOUTH SIDE RR

Inc. 9-20-1892 to build from Allegheny to south side of Pittsburgh, 12 miles with branch from Allegheny to 39th St., Pittsburgh, 7 miles.
Built and opened in 1895 5 miles running from 4th St to 22nd St., South Side.
Apparently not initially controlled by a steel company. Later owned by Oliver Iron & Steel Co. to serve their mill. Plant shut down in 1959 and railroad discontinued operations 8-1-1959. Basically a plant facility.

Roster: Had 3 locomotives in 1899 and 1915 and 2 diesels in 1959

#9	0-6-0	Pittsburgh	1896	c.n.	1605	sold to P.G.V. '9	
11	"	"	1898	"	1862		
4	0-6-0T	Baldwin	1910		34710		
5	0-4-0T	Pittsburgh	1906		39950		
6	0-6-0T	"	1907		42745	sc. after 1950	
100 WHITCOMB 1944						60410	65 TONS
101 FMD 1951						14058	600R. SOLD 1959 PITTS & OHIO VALLEY

ALLEGHENY JUNCTION RR

Inc. 10-14-1898 to connect Allegheny Valley RR and Pittsburgh Jct. RR. 32nd St. & A.V. RR and then along 32nd St. to Allegheny River and up river to 35th St., 1 mile
Owned by Carbon Steel Company. Plant shut down late 1906 or early 1907 and railroad abandoned. Corporation dissolved 1907-1908. Basically a plant facility.

Roster: Pors Manual said 1 locomotive.

#4 0-4-0 Pittsburgh 1893 c.n. 1468. Built for Carbon Steel Co. either for another plant or else railroad constructed as plant facility before being inc.

CHARTIERS VALLEY RR - SEE ADDENDUM #5

CHESWICK AND HARMAR RR

Inc. 3-25-1901 to connect coal mine at Harmar to Pennsylvania RR and power plant at Colfax (Cheswick), 2 miles, and branch to Bessemer & Lake Erie RR at River Jct., 2 miles. OPENED 1903

Operated by Penna. RR and B&LE until 1922. Privately operated 1922 to 10-1-1937, and since that time until abandonment as common carrier.
Basically a plant facility of Duquesne Light Co. which also owns the mine and power plant. Hauled coal from mine to power plant.

ICC authorized abandonment 11-26-1974, 2.8 miles, all. Aband 1-6-1976. Op. dis. 12-71

12-8-0	BALD	1890	10760	at B.J.C. #1201, 249, 1922
2	2-6-0	Baldwin	1897	15329 ex B&LE #53, acq. 1926
3	2-8--0	Pittsburg	1901	2250 " #89, " 1927
4	"	"	1907	42091 " 125, " 1930
5	530 hp	Baldwin	1938	61742 new 65 TON. SC. 1962

2nd 530 hp. Bethlehem Steel 1935 at ARMO ST. 1-1-62, REBUILT 600 HP, SC. 1976

6	2-8-0	Pittsburg	1911	49961 ex B&LE #342, acq. 1941
7	425 hp	Gen. Elec.	1942	EX U.S. ARMY # 7503, 60 TON CENTER CAB. SOLD 1976 TO TEXTRAX

EDGEWOOD RR

Inc. 5-17-1873 from Edgewood Sta. on Penna. RR in Pittsburgh to Hampton coal field (at east end of Wilkimsburg). Opened 7-1-1874. 1 mile.

A private railroad of Edgewood Coal Company
Last mentioned in Pors Manual 1893 but never listed in the abandonment lists. Still shown on 1904 map.

Roster: Had one locomotive at a time

#1? 4-4-0 Baldwin 1854 c.n. 620 ex Penna. RR #113, acq. 10-1874
0-6-0 ALTON 1871 50 " # 51 " 12-1896

ETNA AND MONTROSE RR

Inc. 4-27-1896 (filed 5-6-1896) and road opened in 1896, Pine Creek to Etna, 2 miles. Built by Carnegie Steel Co. (U.S. Steel). Had 6.6 miles of leased sidings.

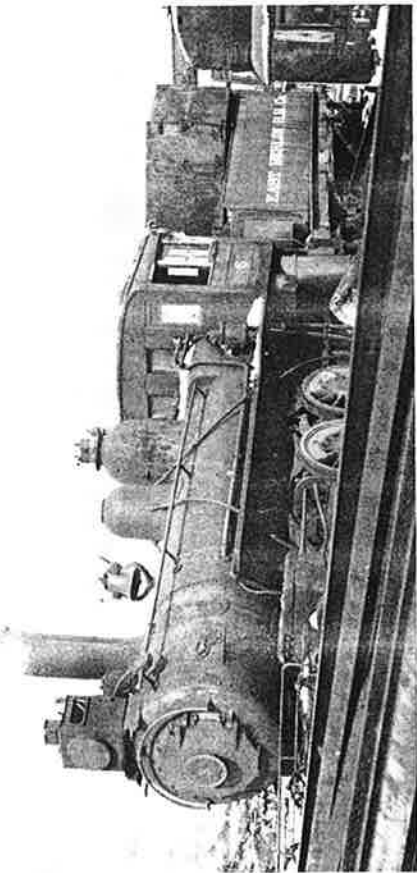
Railroad built earlier and in 1896 took over 6 miles of track at Isabella Furnace of Carnegie Steel. Steel mill closed 1954 and railroad closed. A plant facility.
Official abandonment 2-23-1961.

Roster: The Isabella Furnace had small narrow gauge engines and the numbering sequence was continued by the E.&M. In 1914 Pors said 5 locomotives.

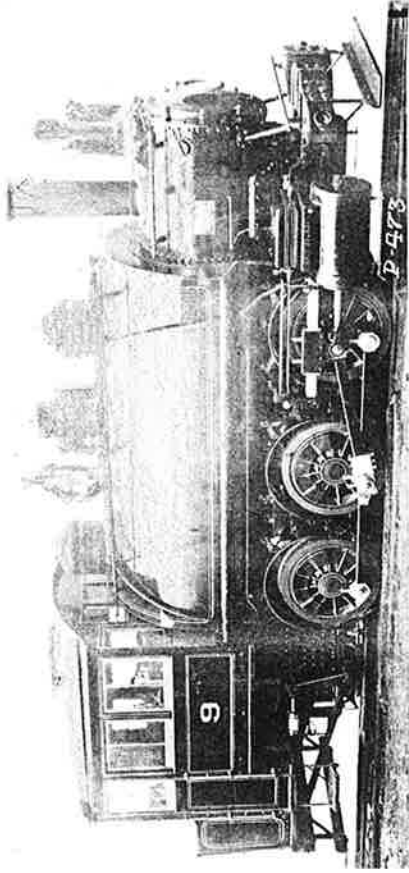
"Isabella"	#1	4-4-0	Pittsburgh	1872	c.n.	200	42" gauge (may be some other operation)
	2	0-4-0	"	1882		594	38" "
	3	"	"	1886		778	
	4	"	"	1883		709	
	5	"	"	1892		1288	became Etna & Montrose RR
	6	0-6-0	Baldwin	1901		19336	
	7	"	Pittsburgh	1899		1948	ex Bessemer & Lake Erie #12, bought 1937
	8	"	Richmont	1924		65535	new
	9	"	Whitcomb	1947		60335	ex U.S. Army, acq. 1947, 65 tons diesel
	10	"	"	"		60345	resold 1947 to Cleveland Cliffs Iron Co.
	11	"	BALDWIN	1907		30964	at Union RR
	12	"	WHITCOMB	60442	1944	65 TON	EX U.S. ARMY # 8436
	13	"	"	"	"	"	SOLD JOHNSTOWN 1955
	14	"	"	"	"	"	410 ACP
	15	"	"	"	"	"	"
	16	"	"	"	"	"	"

x TRAX

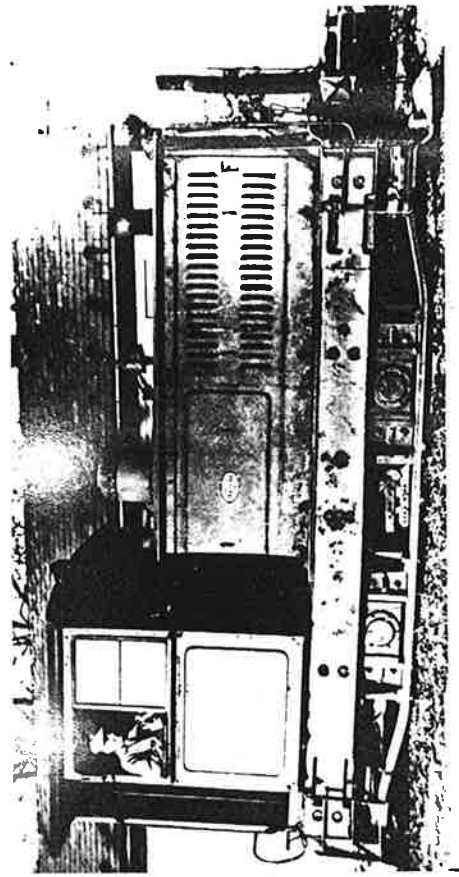
AKP
11
121
122



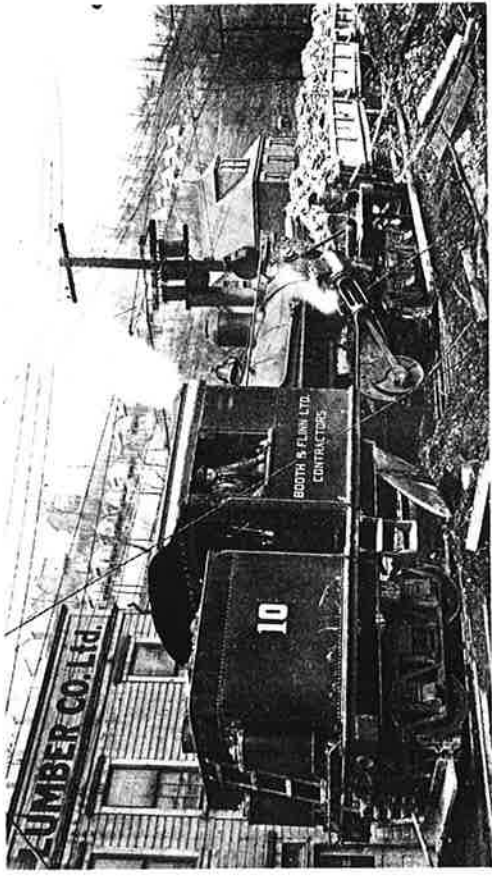
East Berlin Railroad #5, a former Pennsylvania R.R. class B-4a switcher, photographed at a scrap yard in 1932 by Thomas Norrell, who prior to taking the picture chalked the faintly appearing name and number. The East Berlin RR was a very marginal road, initially operated by the Western Maryland, and in 1914 largely torn up, but relaid in 1916 to serve the needs of farmers.



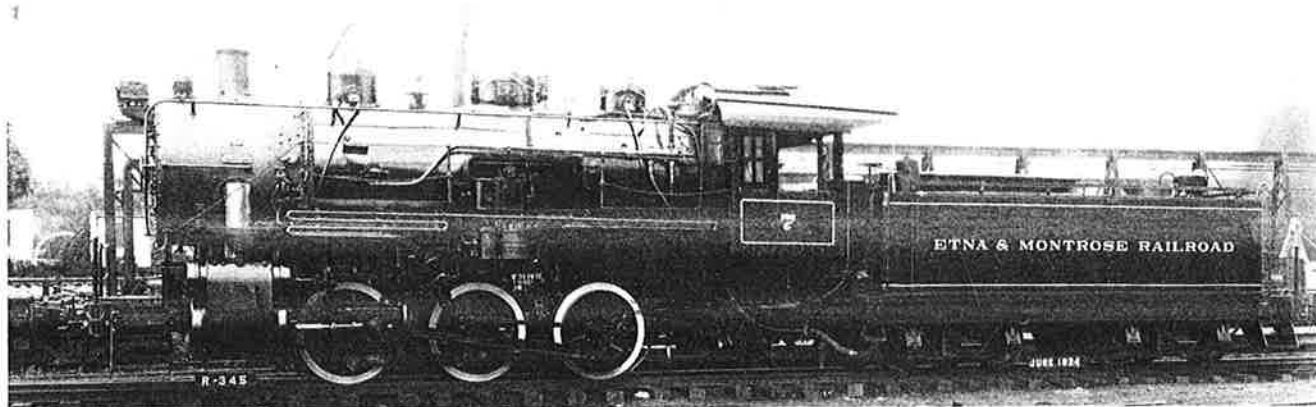
Allegheny and South Side RR #9 was built by Pittsburgh in 1896. The railroad was incorporated in 1892, opened in 1895, and had three engines in 1899. The No. 9 probably fitted into numbers of some other engines. It is not clear if the railroad was initially intended to serve only one company which in later years was the Oliver Iron and Steel Company.



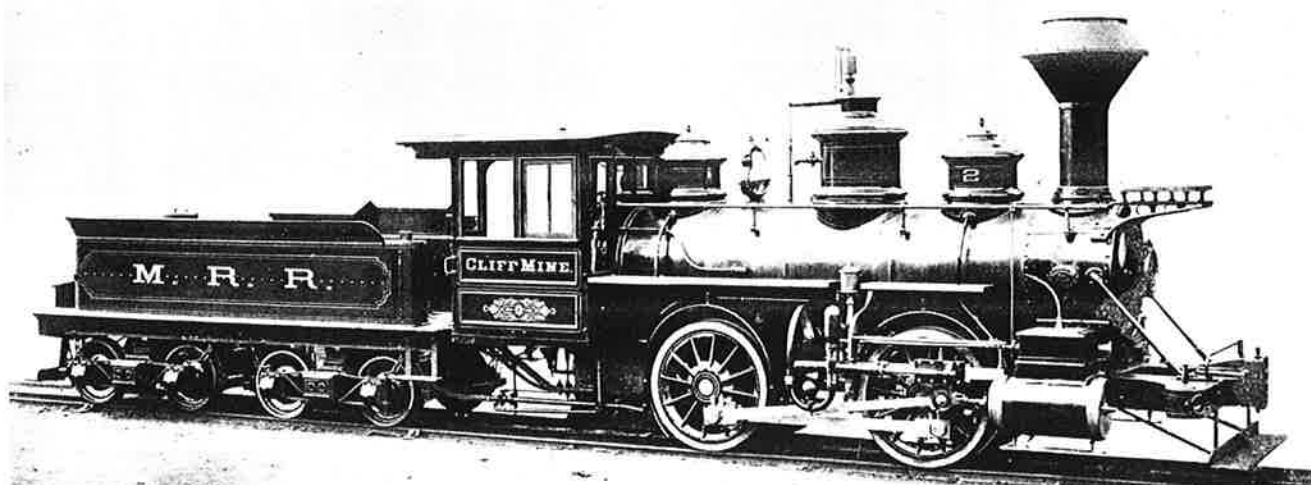
East Berlin Railroad #6, a Plymouth gasolene locomotive acquired in 1929 to replace #5, operated only when needed on the seven mile line. With the hard times of the Depression, track maintenance was all but eliminated, and by 1940 had deteriorated to the point necessitating abandonment. No. 6 was subsequently sold to the Greenville (Pa.) Steel Car Company to switch newly built cars. Photo courtesy Benj. F. G. Kline, Jr.



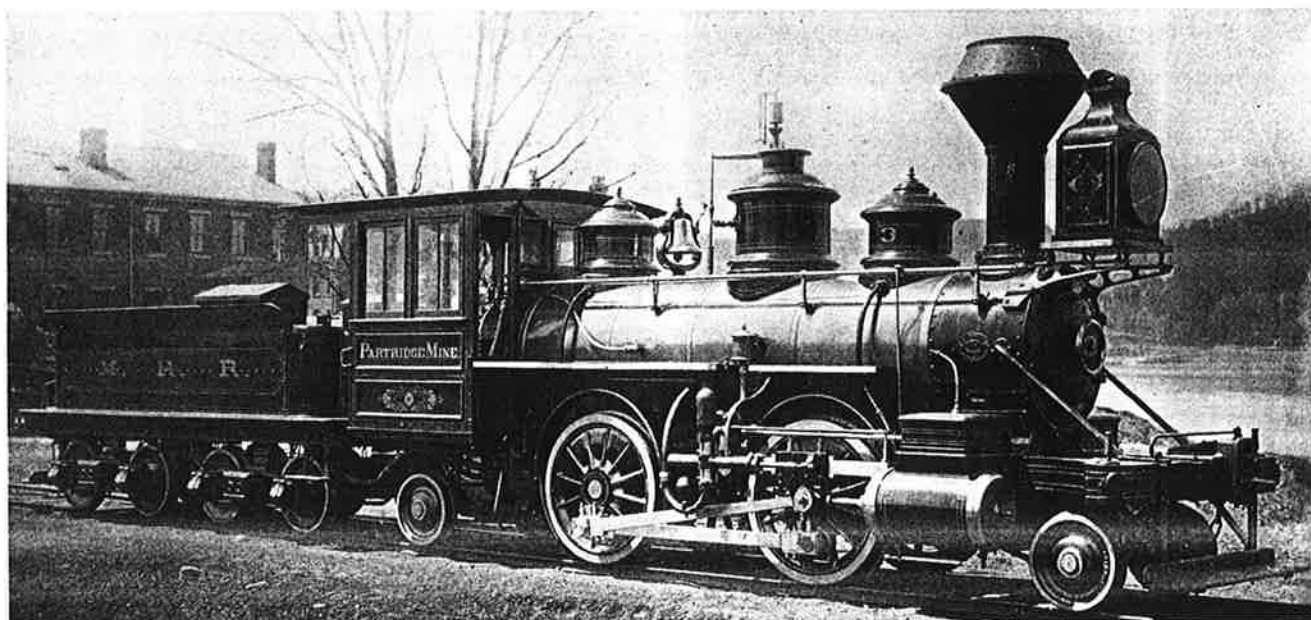
Booth and Flynn were contractors who, among other jobs, built the Lincoln tube vehicle tunnels at Pittsburgh. To help do the job, they purchased two new Climax locomotives in 1921, Nos. 10 and 11. They were 36" gauge although #11, which weighed 50 tons (10 more than No. 10) was later changed to standard gauge. Using a large geared locomotive instead of small Porter saddle tankers was unusual, but they had 10% grades.



The Etna and Montrose Railroad was a plant facility of the Isabella Furnace which later was acquired by Carnegie (U.S.Co.). It dated back to 1882 or maybe a decade earlier, and operated until 1954. In 1924 U.S. Steel ordered two switchers for the Union Railroad, but they were diverted elsewhere with one becoming #7 of the E.&M.



The Montour Railroad was unique in the Pittsburgh area because it did not serve a steel mill, but rather hauled coal from various mines to Pittsburgh. Initially built in 1878 it was still only 12 miles long in 1912. The "Cliff Mine" was one of the ornate "coal drag" engines originally purchased which handled trains for the first 20 years.



The "Partridge Mine" was acquired a year after the "Cliff Mine". This may have been the first 2-4-2 with a separate tender built in America. Built in 1880 it was one of the first locomotives with a trailing truck to be constructed.

LAWRENCE AND EVERGREEN PASSENGER RY

Inc. 5-13-1871 to run from 43rd and Butler Sts, Pittsburgh across river at Ewalt St. to Evergreen hamlet, Ross Twp.. May use steam locomotive and carry freight.
Supplement 3-9-1872 May extend to coal field in Butler Co on Muddy Creek or to Harmony or Zellenople.

Built: Bennett to Evergreen, 2.6 miles, 3 foot gauge. Opened Nov. 1873
Reorganized 1--25-1874 as Lawrence and Evergreen RR
Roster: "Evergreen" 0-4-OT Porter 7-1873 c.n. 173

LAWRENCE AND EVERGREEN RR

Inc. 11-25-1874 as reorg. of L.&E.Pass.Ry.
Extended: Evergree to Brookfield, 1 1/4 miles about 1880 Locos: See below.
Reorg. about 1882 as Evergreen RR

EVERGREEN RR

Org. about 1882 as reorganization of Lawrence and Evergreen RR, Bennett to Brookfield, 4 miles, 3' gauge.
Sold to Pittsburgh and Western RR in 1887 and name changed to Pittsburgh & Northern Ry.

PITTSBURGH & NORTHERN RR

Inc. 5-4-1887 and built about 1 mile of railroad and acquired Evergreen RR (part, rest abandoned?) 2.3 miles. Subsidiary of Pittsburgh & Western RR (P&W) and used P&W locomotives. Listed in Poores as Bennett to Brookfield which is same as Lawrence and Evergreen listed except distance is one mile less, 3.3 vs. 4.1.
Aband. 1909. Corp. dissolved 1909.

Locomotives per Victor Koenigsburg of Lawrence & Evergreen Passenger Ry, Evergreen R and Pittsburgh & Northern RR:

- "Evergreen", #1 0-4-OT Porter 1873 173. In 6-1888 became part of P&W and made #4 Sold c. 4-1890 to Cairo & Kanawha RR, #4 New but not delivered. Became Pitts&West
- #2 4-2-0 Chaplin & Laetz 5-80 #2. Narrow gauge coach body later applied to make steam motor car. Converted to std. g. and sold in 1900 to Mt. Jewett, Kinzua & Riterville #10
- 2 0-4-OT Porter 8-76 259 Ex Duquesne Coal Co., acq. 12-31-80. Sold c. 7-1886 to Clermont & Kinzua RR #2 of G.W. Campbell
- 9 0-4 OT P&KC 5-80 ex Parker & Karns City #9 use at Parker Landing prior to bridge built in 1883 and then leased to Curll, Campbell & Co. at Gilfoyle, Pa. (lbr). Acq. E. 1888. Rbt with horse car body to std. g. for use on the std.g. part of Pitts.&Nor. Retired 1898 and sold to Mt. Jewett, Kinzua & Riterville #11.
- 14 2-6-0 Brooks 10-76 293 ex Pitts.&West. #14, acq. c.4-90. Sc 1901?
- 8 2-4-2 Pittsburgh 4-92 1327 ex Pitts. & Castle Shannon RR #8, acq. 1901-1902. Rbt to 36" gauge for P.&N. Sc. c. 1908

LAWRENCEVILLE TERMINAL RR

Inc. 7-14-1899 and opened 1899 Pittsburgh Jct. RR to Allegheny Valley RR, 1.0 mile. Abandoned in 1901. *Ar 33rd St.* All in City of Puttsburgh.
Do not know if had locos or leased them.

MCKEESPORT CONNECTING RR

Inc. 3-20-1889 and opened 3-1-1891 in McKeesport. Inc. to run McKeesport to Port Perry, 4 miles, and built as such *CLOSED 8-1937 when U.S. Steel closed pipe mill*
Owned by National Tube Co. (subsidiary of U.S. Steel Co.). Had 5.5 miles track plus 7 miles of sidings and used 747 miles of National Tube Co. track. Several other steel and wire companies on its tracks.
Roster: In 1895 had 2 locomotives, *ALSO SERVED A RIVERTON SAND & GRAVEL CO.*
in 1903 had 5 locomotives; 1914 had 15 engines

- 1 0-4-OT ex Pa. RR, blt 1860 #19 0-6-OT Bald 1906 27391 ex Nat.T#19.Sc
- 2 " " " " " 20 " " " " " 20 27392 " #20 1938
- 3 *0-4-OT* Nat Tube - Penna Works, 10th St sold Ellwood Works 1927
- 4 0-6-0 Bald. 1895 14202 ex Nat.Tube #4 (see #11) 21 0-6-0 Bald 1905 27382 ex Nat.T#21
- 5 0-4-OT " 1890 10600 " #5 " " " " " sold 1932 galvanizing works USS
- 6 " " " " " " " " " " " Bald.1907 31677 sold 1925 "
- 7 0-4-OT Pitts 1895 1569 ex Nat.Tube#7. Sold 7-1915 to *their* Continental Works on Yough River near Brady St.
- 8 " Bald. 1895 14328 " #8. Sold 1932 Christy Works; Returned. Sc. 1954
- 9 " " 1890 10659 ex Monongahelia Furnace #1 23&24 0-6-0 Bald 1916 hll12849 Sc. 1948
- 10 0-6-0 " 1891 12257 " "Horace Crosby" 25&26 " " " 1917 h6500&1 "
- 11 " " 1895 14202 ex Nat.Tube#4 (See #4) Sc. 1933 27&28 " " " 1923 56033&4 "
- 12 0-4-0 Pitts 1899 1967 new Sc. 1933 *GALVANIZING WORKS, VERSAILLES PLANT.*
- 13 0-6-OT Bald. 1900 18287 new. Sold 1931 Clard Riley 1001-3 1000 hp. Alco 1948 75674-6
- 14 0-4-OT " 1901 18619 new 1004-7 " " " 75910-3
- 15 " " 1902 20561 ex Nat.Tube#15. Sc. 1933 1008 " " " 1949 77833 and Youngstown
- 16 " Pitts 1905 31201 " #16. Sc. 1931 1016 " " 1962 NOR #221, ACQ 1979
- 17 " " " 31200 " #17. Sc. 1931 *or* 1017 " " " NEWBURG 2 SOUTH S. R.
- 17 0-6-0 Bald. " 25411 " #17
- 18 " " " 25412 " #18 *(LAST ALCO BUILT " " 1017*

MCKEESPORT TERMINAL RR

Inc. 7-20-1896 .4 miles in McKeesport by American Sheet & Tin Plate Co., opened 1-1-1897. As of 1-1-1911 operated 1.1 miles of track of W. Dewees Wood Co. *"WOOD WORKS"*
Classified as a plant facility about 1918. Not mapped
Poores said had 1 locomotive. *or ?* 0-4-0 PORTER 10-1894 1570
LOCATED AT UP-RIVER END OF MCKEESPORT CONNECTING RR
#101 0-6-OT OWNED IN 1920

MONONGAHELI A CONNECTING RR

Inc. 3-31-1885 30th Street station (Penna. RR in Pittsburgh) to Laughlin (B&O RR), 1.0 mile; P&L.F. RR connection and branch, 4.7 miles. Opened 6-1-1887 In 1973 had 47 miles of track from B&O RR at Glenwood (Pitts) to Pa. RR south side and P&L.F. at 17th St and 34th St. on both sides of river. Owned by Jones & Laughlin Steel.

Roster:			
1	0-6-0	Baldwin	1886 8293 new
1	0-4-0	"	1891 11558 "
2			
2	0-4-0T	Pittsburg	1910 43031 "
3			
3	0-4-0	Pittsburg	1897 1719 "
3	0-4-0T	"	1910 43032 "
4			
4	0-4-0	Pittsburg	1898 1856 "
4	0-4-0T	"	1910 43033 "
5	0-4-0	"	1889 793 " Sold Carnegie Steel Co. # 16
5	0-4-0T	"	1910 43034 "
6	0-4-0	"	1872 238 2nd hand
6	"	"	1893 1400 new
7	"	"	1891 1289 "
8			
8	0-4-0	Pittsburg	1891 1239 ex P&L #29, acq 1899 or 1914
9	"	"	1900 2133 new
10	"	"	1899 2004 " (btl. for stock, acq 1900)
11	"	"	1900 2134 "
12	0-4-0T	Dickson	1902 26282 "
13			number probably not used
14	0-4-0T	Dickson	1902 26283 "
15	0-4-0	Dickson	1902 26412 "
16	"	Pittsburg	1903 29340 "
17	"	"	1904 29340 "
18			2nd hand
19	0-4-0T	Dickson	1902 26122 ex J&L Steel #19, nar. gauge
20	0-6-0T	Porter	
21	0-4-0T	Dickson	1903 26345 ex J&L Steel #21, nar. gauge
22			2nd hand
23			2nd hand
24	0-4-0	Penna RR	1899? ? ex Penna. RR #?, acq. 1904
25	0-4-0T	Pittsburg	1904 29462 new
26			2nd hand
26	0-6-0	Porter	1916 5832 new
27	"	Altoona	1880 475 ex Pa. #539, B4a, acq 4-0-7
28	"	"	1893 1890 ex Pa. #4141, B4a, acq 12-16
29	"	"	1895 1895 ex Pa. #128, B4a, acq 3-17
30	"	"	1885 1885 ex Pa. #136, B4a, acq 3-17
31	"	"	1902 2248 ex Pa. #5236, B4a, acq 5-17
32	"	Juniata	1892 152 ex Pa. #1800, B4, acq 7-17
33	"	Altoona	1895 1957 ex Pa. #407, B4a, acq 9-17
34	0-4-0T	Dickson	1905 37897 ex J&L Steel #34, nar. gauge
35	"	"	37898 ex J&L Steel #35, nar. gauge
36			2nd hand
37			2nd hand
38			2nd hand
39	0-4-0T	Dickson	1908 44764 ex J&L Steel #39, nar. gauge
40	"	Porter	1907 4040 ex J&L Steel #40?
41			2nd hand
42			2nd hand
43	0-4-0T	Porter	1909 4529 ex J&L Steel #43?
44	"	"	1910 4551 ex J&L Steel #44?
45	"	"	4552 ex J&L Steel #45?
46			2nd hand
54	"	"	1906 40699 "
55	"	"	40700 "
56	"	"	1907 42861 "
57	"	"	42862 "
58	"	Porter	1909 4472 "
59	"	"	4473 "
60	"	"	4474 "
61	"	"	1910 4533 "
62	"	"	1913 5248 "
63			
64-66	"	"	1916 5778-80 new
67-68	"	"	5826-27 "
69-72	"	"	5881-84 "

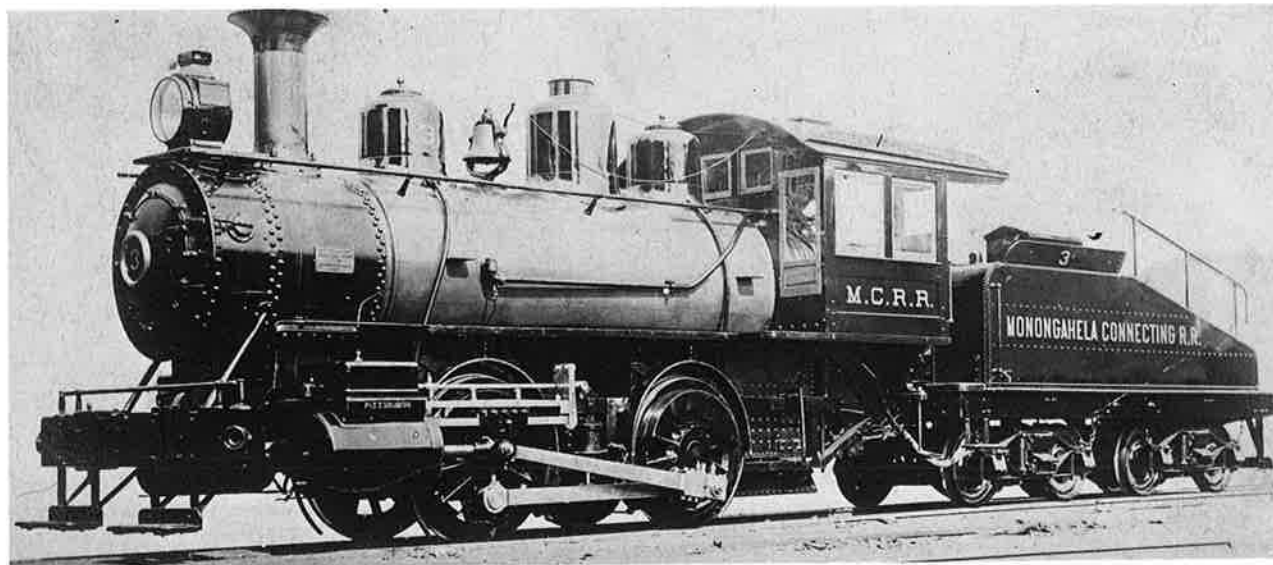
47	0-6-0	Schen.	1906 40839 ex NYC #4488, acq 11-1923
48	"	Cooke	1907 41378 ex NYC #4515, acq 12-1923
49	"	"	41360 ex NYC #4517, acq 12-1923
50-51	"	Pitts	1905 38015-6 new
52-53	"	"	39640-1 new
54-55	"	"	1906 40699-700 new
56-57	"	"	1907 42861-2 new
58-60	"	Porter	1909 4472-74 new
61	"	"	1910 4533 new
62-63	"	"	1913 4670-71 ex Alliquippa & Sou. #108 & 109, acq 1915
64-66	"	"	1916 5778-80 new
67-68	"	"	5826-27 new
69-72	"	"	5881-84 new
200-202	0-8-0	"	1913 5251-53 new
203	"	"	1917 5885 new
Alliquippa & Southern #100-109 operated on Mon. Conn.			

* 201 sold Altoona, also.

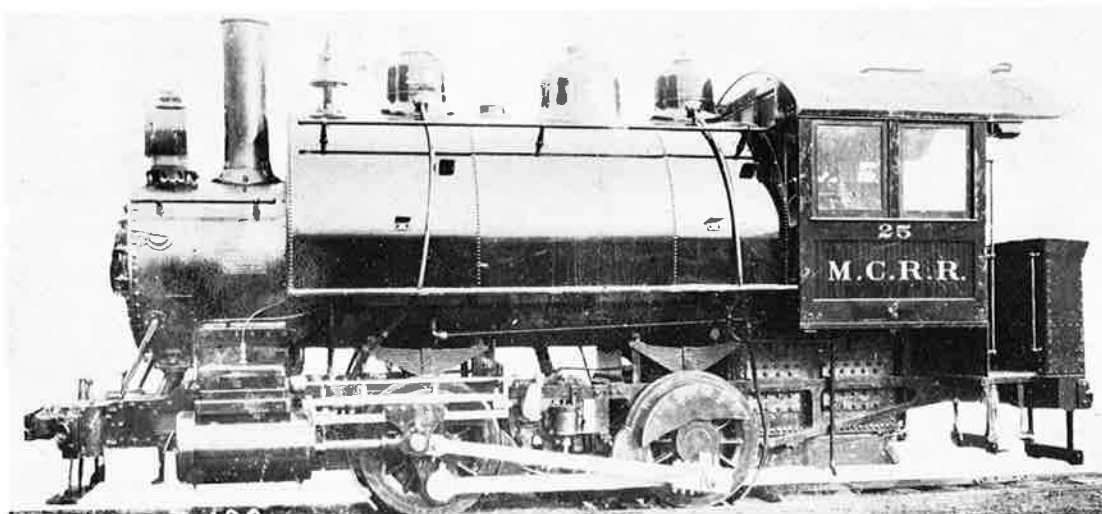
100	500 hp.	Gen. Elec.	1936		new
101-2	500	"	1937	12212-13	"
110-1	680 or 900 hp.	GE	1941	13031232	" #110
sold to Cuyahoga Valley RR #110, #111 to DRE. PAL. # EASTERN					
139-143	1000 hp	Alco	1951		
144	"	"	1949	76958	
145-147	"	"	"	77151, 163, 164	
148-149	"	"	1948	76583, 584	
150		GE	1937		
15151	1000 hp	Alco	1946	74467	
152					
153-154	1000 hp	Alco	1946	74800, 801	
155-156	"	"	1947	75535, 385	
157-159	"	"	1948	76585, 587	
160-161	1100? hp	GE	1939	12528, 529	Ex J&L #10-1
162-163	"	"	1945		
175-176	1500 hp	"	1940	12530, 531	Ex J&L #176-6
700	1800	Alco	1957		

Alliquippa & Sou. #100-109 operated

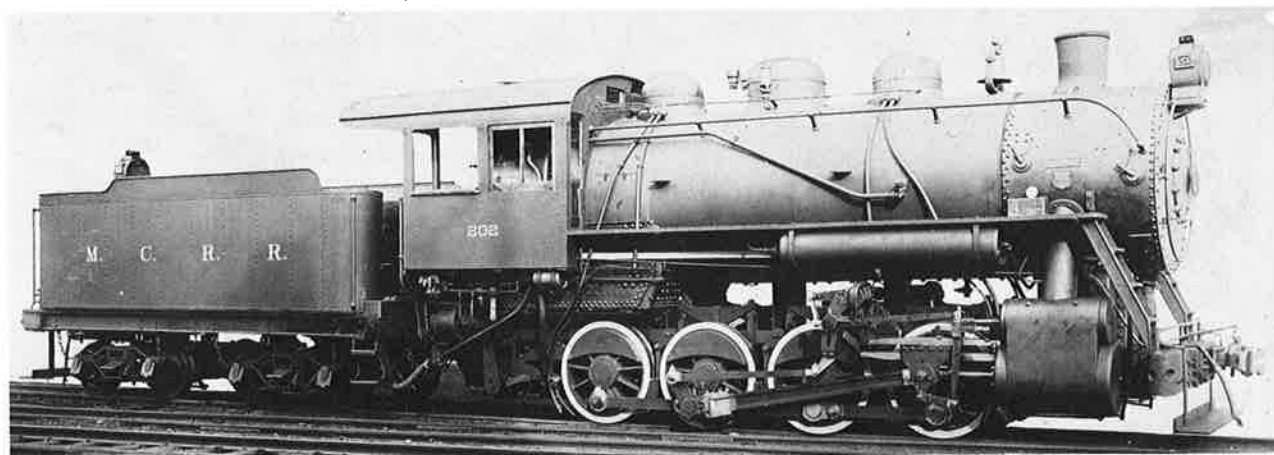
SEE ADDENDA #5 FOR ADDITIONAL DIESEL DATA



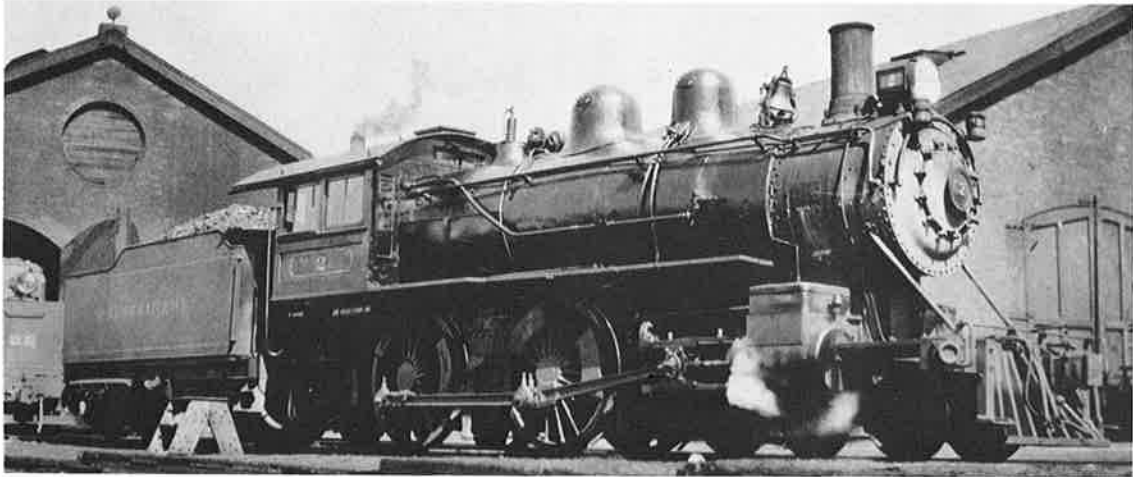
The Monongahela Connecting Railroad serves the huge Jones and Laughlin steel mill in Pittsburgh and operates on both sides of the Monongahela River. It is the second largest in terms of locomotives of the steel railroads at Pittsburgh, only U.S. Steel's Union RR being larger. This picture is second No. 3, built in 1897 and somewhat unusual because it is not a tank engine.



Built in 1904 No. 25 is typical of the four wheel saddle tankers which switched steel mills at the turn of the century. Until 1904 the M.C. used mostly 0-4-0T engines.



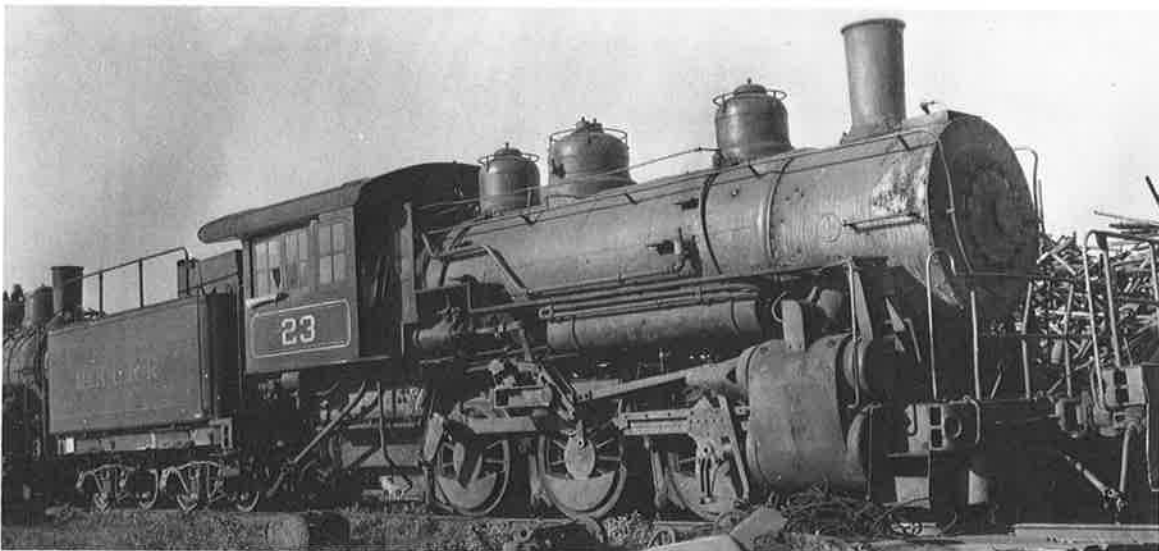
After 1904 the M.C. standardized on 0-6-0s except for four 0-8-0s built by Porter in 1913 and 1917. No. 202 was one of three built in 1913 and had 46,580 pounds tractive effort.



The Montour Railroad operated passenger service through the coal fields until 1927. The 42 mile run took about 2½ hours with 37 stops listed from Coraopolis to Longview Jct., 3 miles west of Mifflin Jct. No. 2 was an ex P.&L.E. engine probably bought about 1921 and used on the train until discontinued.



The Pittsburgh and Ohio Valley is the only railroad entirely on an island. No 8 was built in 1931 to switch cars on sharp industrial curves.



McKeesport Connecting No. 23 in 1948 taken by Howard Davis just after dieselization. A U.S. Steel railroad serving their McKeesport tube mill.

MONTOUR RR

Inc. 9-10-1877 Coreapolis to Guys Mills, 4 miles. Built 1878.
 Merged 9-1878 North Fayette RR into the Montour to allow building 5 more miles to Valley Church. Line built to Valley Church and 2 miles beyond to Imperial in 1879
 Merged 12-31-1912 North Star & Mifflin RR and Pittsburgh & Moon Run RR into Montour
 Reincorporated 8-27-1917 after completion of North Star & Mifflin track
 Extended to North Star, 3 miles, beyond Imperial prior to 1904.
 Built from North Star to Snowden and Mifflin Jct. 1914-15, 34 miles (North Star & Mifflin RR) Snowden Branch from Library Jct., 6 miles.
 Merged 1917 Lewis Run RR into Montour (Mifflin Yards in Mifflin Twnp to Jefferson Twnp, 3 miles
 Built to Longview from North Star 1914-1917. At Longview connected with Wabash Pittsburgh Terminal and used their track to Mifflin Jct. 2.6 mi.
 Mingo Valley RR owned by Montour but not merged in. Paper road, charter dissolved 1958.
 Montour RR originally owned by coal company; then by P&LE and Pa. RR. In 1975 the P&LE bought the Pa. RR's interest. Coal company was Pittsburgh Consolidated Coal Co.
 ICC auth aband: 10-26-1977 trackage rights Longview to Mifflin Jct. 2.6 miles (P&W track)
 1-24-1979 1.4 miles Longview Jct. (m.p. 41.3) to m.p. 39.9, 1.4 miles; 11-6-1980 m.p. 39.9 to m.p. 32.5 at George (P&W crossing) and 5.7 miles Library Jct. to Snowden (Library Fr.); ? aband. 3 1/2 miles George to Westland
 Op. dis. 1983 Coraoplis to George, 22 miles, and abandoned May 1986. All.

1									
2	0-4-0 Pittsb	1879	391	new "Cliff Mine" Used by Pittsburg & Western RR #2					
3	4-4-0 Alco-Pitt.	1905	30899	ex P.&L.E. #32h acq. 1917 P&LE 9261					
2	2-4-2 Pitts.	1880	418	new "Partridge Mine"					
4	2-8-0			ex P. McK&Y, 214, 1909					
5	4-6-0 Pitts.	1895	1551	new					
6	2-8-0 "	1898	1758	ex P. McK&Y. #273, acq. 1909					
7	" "	"	1757?	"					
8	" "	1899	1937	ex P&LE #137, NYC 9311, acq. 1911					
9	" "	1898	1809	ex P&LE #130, NYC 9309, acq. 1913					
10	2-8-0								
11	2-8-0								
12	"								
13	" Pitts	1909	43914	ex B.&L.E. #141					
14	2-8-0 Pitts.	1905	30738	ex B.&L.E. #115 Resold to Youngstown & Southern (P.L.W.) #33					
15	" "	"	30746	" 123. Resold to Pitts, Lisbon & West. #15					
16									
17	2-8-0 Pitt.	1905	30742	ex P.L.W. #30					
18									
19									
20	2-8-2 Brooks	1915	55390	new. Sc. 1955	1912	52536	ex NYC (LS&MS)	4000	
21	" "	"	1	"	1913	52545	" "	#4009	
22	" "	"	2	"	1910	ex Virg. #427	c.n.	33 429	
23	" "	"	55505	Sc. 1955	"	"	438	33 426	
24	" "	1916	56299	Sc. 1955	"	"	456	31 335	
25	" "	"	300	"	1909	"	461	35 027	
26	" "	"	301	"	1922	ex DL&W #2132	acq. 1945	64067	
27	" "	"	302	"	1923	"	2101	"	63581
28	" "	"	378	"	1922	"	2102	"	63512
29	" "	1917	379	"					
30	" "	"	380	"					
31	" "	"	381	"					
32	" "	1923	64265	"	70-72	1200 hp. EMD	1950		
33	" "	"	266	"	73-76	" "	1952		
34	" "	"	267	"	77-84	" "	"		
35	" "	"	268	"					

Sold Pitts, Lisbon & West. #28

SEE APPENDIX 5 FOR DIESEL DATE

Locos on roster July 1949: 14, 20-35 except 23 & 28 PL&W?, 40-45, 50-52

LEWIS RUN RR

Inc. 6-22-1916 Mifflin Yds in Mifflin Twnp to Jefferson Twnp, 3 miles, Alleg. Co.
 Merged 1917 into Montour. Formed by Montour RR. No locos.

MINGO VALLEY RR

Inc. 5-22-1913 by Montour RR. To run from Montour RR, Cecil Twnp, Washington County to B&O RR at North Strabane, Twnp. Not built. Corp. dissolved 3-6-1958

NORTH FAYETTE RR

Inc. 8-1-1878 to build from Guys Mills to Valley Church, 5 miles, as an extension of Montour RR.
 Merged 9-1878 into Montour RR. Sunsequently completed.

NORTH STAR AND MIFFLIN RR

Inc. 10-28-1912 from end of Montour RR at North Star to Mifflin Jct. to connect with Union RR.
 Merged 12-31-1912 into Montour. Built 34 miles in 1914-1917

PITTSBURGH AND MOON RUN RR

Inc. 2-10-1891 Groveton Station on P&LE RR to Robinson Twnp, Alleg. Co., 6 miles. Opened as such in 1892 and operated indepently. However, owned by same coal company.
 Did not connect with Montour. Served a coal mine, which closed in 1937.
 Merged 12-31-1912 into Montour RR. Abandoned 1938, Oct. 6. ICC auth. aband.
 Locos: #1 4-6-0 Pittsburgh 1891 1249. May have become Montour RR in 1912
 Had 3 locomotives in 1909.

18.

NORTHERN LIBERTIES RR

Inc. 8-7-1896 in Pittsburg, .7 miles. Served American Steel & Wire Co. (subsidiary of U.S. Steel Co.) **SCHENBURGER PLANT ORIGINALLY** ? 0-4-0 Porter 1899 1901
In 1915 listed .2 miles main track, siding 1.3 miles. " " 1900 2203
Considered a plant facility and last listed in Poors about 1918. " " " 2204
Had 3 locos in 1909 In Lawrenceville area at 52nd St. 5 " Baldwin 1893 13309 New

PITTSBURGH, ALLEGHENY AND MCKEESROCKS RR

Inc. 9-25-1899 as consolidation of North Shore Terminal RR, Pittsburgh & Allegheny RR and McKees Rocks RR. Owned by Pressed Steel Car Co.
Had 1.5 mi. on south side of Pitts. connecting with P&LE and PC&Y at McKees Rocks and P&O, BR&P, and Pa. (PFTW&C) on north side.
In 1901-2 acq. 2 mi. of plant sidings at Park Bros. Co.
ICC auth: ab. 2-26-1938 1/2 mi at Pitts., north side (Allegheny City) and 3 miles sidings built by PA&McK and Pitts. & West. RR (acq. by PA&McK 9-1-1899. Track had no connection with line on south side and had served a Pressed Steel Car Co. plant dismantled in 1917
Locomotives. Nine locos were bought from Porter from 1911-1913 but no engine numbers given and 8 were bought from Pennsylvania RR with only 2 numbers definitely known. In 1904 company had 7 and in 1915 it had 12. After dieselization it had only 3

12	0-4-0	Pittsburgh	1899	166	ex Schoen Pressed Steel Co. #2 acq. 1893	
	"	"	1889	1040	ex Schoen Pressed Steel Co., acq. 31	
	"	"	1896	1663	ex Pressed Steel Car Co. #1, acq. 31	
4	0-6-0	Altoona	1882	721	ex PA RR # 361, acq. 8-1907	5-3
5	"	"	"	722	" " 710, acq. 7-1907	5-3
6	0-6-0	Altoona	1882	711	ex pa. RR #822, B3, acq. 4-1901	
7	"	"	"	740	" " 968, F3	
	"	"	1891	1682	" " 894 " "	5-1907
	"	"	1887	1176	" " 1156 " "	"
	"	"	1882	725	" " 710 " "	7-1907
10	"	"	1887	1132	" " 1134 " "	"
	"	"	1882	721	" " 861 " "	8-1907
	"	"	1889	1450	" " 5192 " "	12-1910
11	0-4-0	Porter	1911	4991	New	#26 0-6-0 P.M.L.E. 1912, ex P&LE #9063, acq 1951
	"	"	1912	5016	"	
	0-6-0	"	"	5019	"	1 380 Hp GE 44? ton sold 1962 to Sr. Louis Coal
	"	"	"	5020	"	2 " " " 1941
	"	"	"	5021	"	3 380 " " 44 " Sold 1962 to Geor-
	0-4-0	"	"	5147	"	gia Pacific Co., Swandale, W.Va.
	0-6-0	"	"	5180	"	(former Elk River Coal & Lbr.)
	"	"	"	5181	"	17 600 HP GE 195 D 3045 at East Erie Comm. 17 219
20	"	"	1913	5387	"	20 " GE 1951 34168 " 20, acq 1930 1950
	"	"	1920	6511	"	

SEE APPENDIX 5 FOR DIESELS

MCKEESROCKS RR

Inc. 8-10-1899 McKees Rocks on P&LE RR to Ohio River to P.C.&Y. and west, south to P&LE, 4 1/2 miles. No track laid.
Merged 9-25-1899 into Pittsburgh, Allegheny & McKees Rocks RR.

NORTH SHORE TERMINAL RR

Inc. 11-30-1898 Allegheny City on P.Y.&C.RR south to Phila. & Western RR, 5 miles. No track laid
Merged 9-25-1899 into Pittsburgh, Allegheny & McKees Rocks.

PITTSBURGH & ALLEGHENY RR

Inc. 12-19-1898 for sidings serving mill of Park Bros, Co. in Pittsburgh, 2 miles. No Locos
Merged 9-25-1899 into Pittsburgh, Allegheny & McKees Rocks RR.

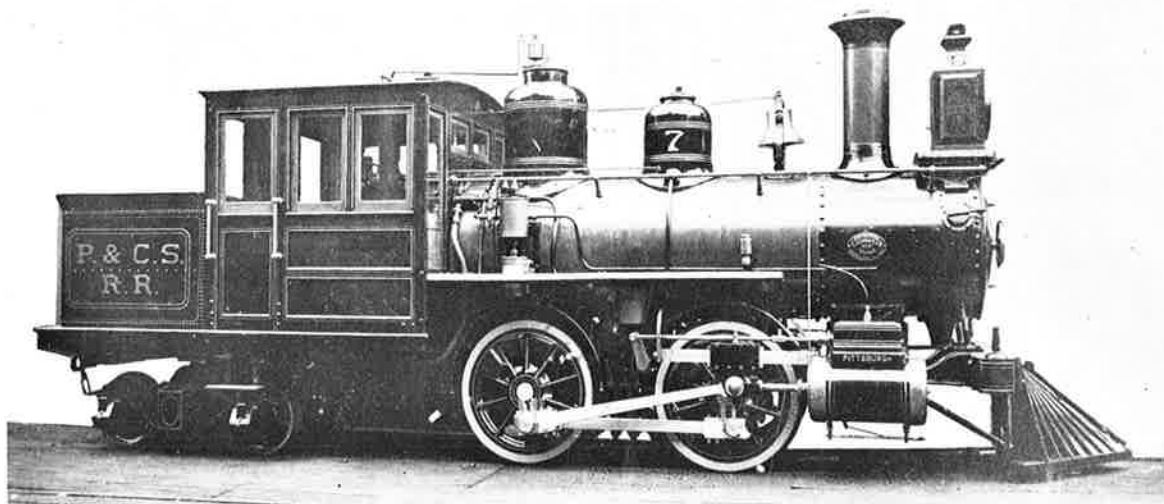
PITTSBURGH & ALLEGHENY RIVER RR

Inc. 12-15-1898 by Crucible Steel Co. at their Park Works, 2.0 miles, in Pittsburgh, LAWRENCEVILLE
A plant facility having usually 2 locomotives. The plant closed in 1922 and railroad became CRUCIBLE
was abandoned? Filed ICC annual reports 1900-1933; state PUC reports until 1958. Plant STEEL, SPRING
remained open? and railroad used as plant facility? ~~Not merged~~ DIVISION

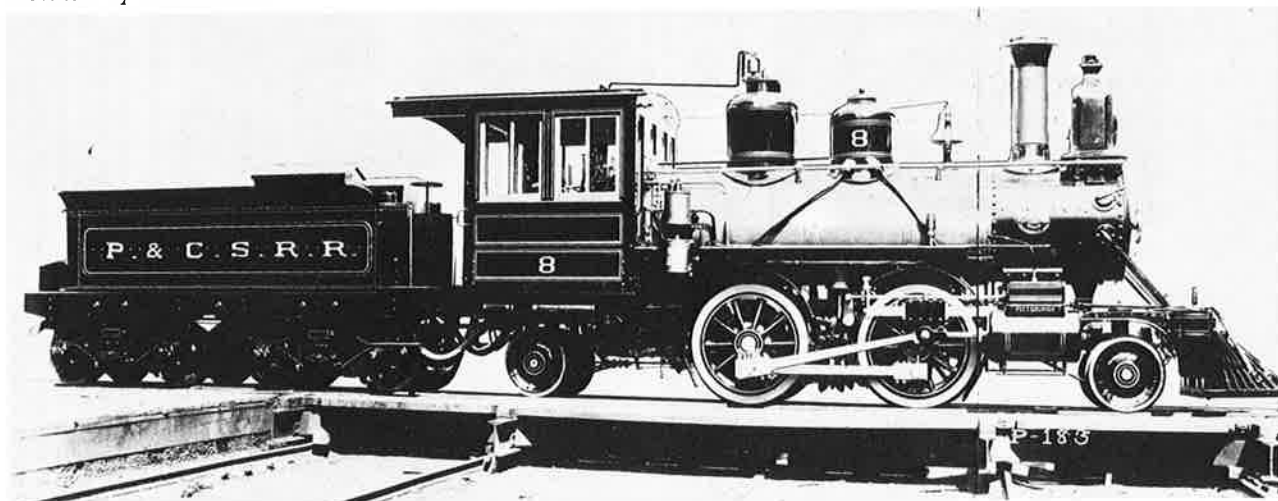
PITTSBURGH & CASTLE SHANNON RR

Inc. 9-19-1871 Pittsburgh to Finleyville, 17 miles.
Opened 11-1-1871 Pitts. to Arlington (Castle Shannon) 6 1/2 mi., 40" gauge to serve coal mine.
(Believed to be first narrow gauge common carrier in U.S.). Extended 1/2 mile to Arlington
on ab. line of Pitts. Sou. about 1890. Came down Saw Mill Run to Washington Ave, then north with
with horseshoe curve at head of small stream and tunnelled into mtn. under Ruth St at 1000'
elevation, coming out front of mtn at Mimick St. with incline plane down to Penna. RR for
delivering coal cars. Gradually developed major pass. business. West Side Belt RR built in
1902 eliminated most coal traffic. Acquired in 1900 by Pittsburgh Coal Co. which also owned
Montour RR. **TUNNEL SEALED AND INCLINE ON BACK SLOPE BUILT TO TAKE PASS. CARS TO CASTLE SHANNON**
Leased 1905 to Pittsburgh Pys for trolley and 3rd rail 5'2 1/2" added. Narrow g. rail removed
1909 or 1912. After 1905 line in tunnel and top of mtn closed. INCLINE

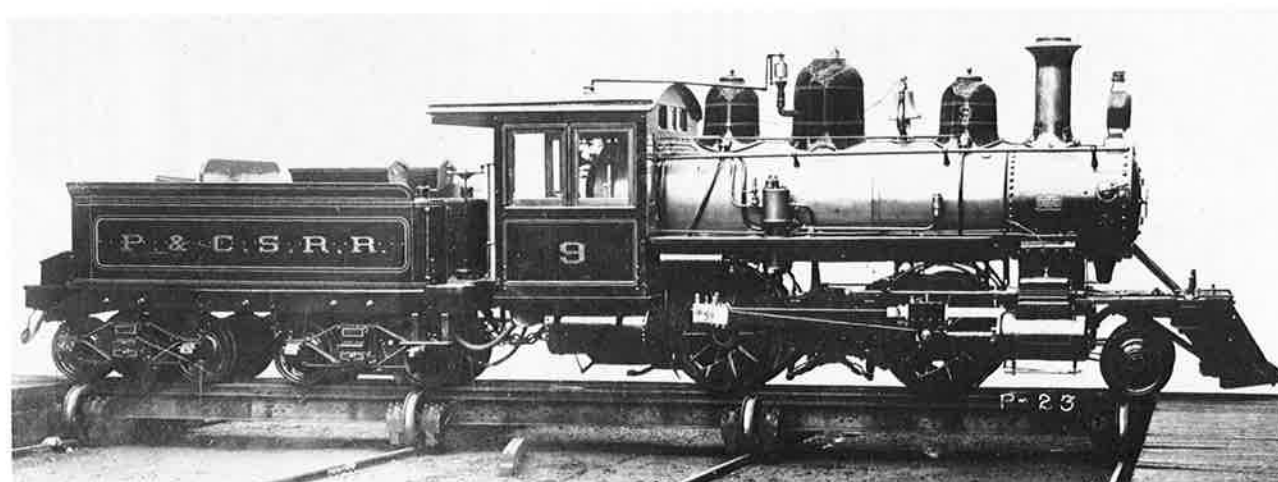
Locos: #1	0-4-0	National Loco	1871	172	
2	"	"	"	173	
3	"	"	"	176	
4	4-4-0	Pittsburgh	1871	162	
5	2-6-0	National Loco	1871	178	
6	0-4-0	Pittsburgh	1874	342	
7	0-4-4	"	1888	876	
8	2-4-2	"	1892	1327	Rbt. to 4--4-0 & sold to Pitts.&western #4 ?
9	2-4-0	"	1900	2204	



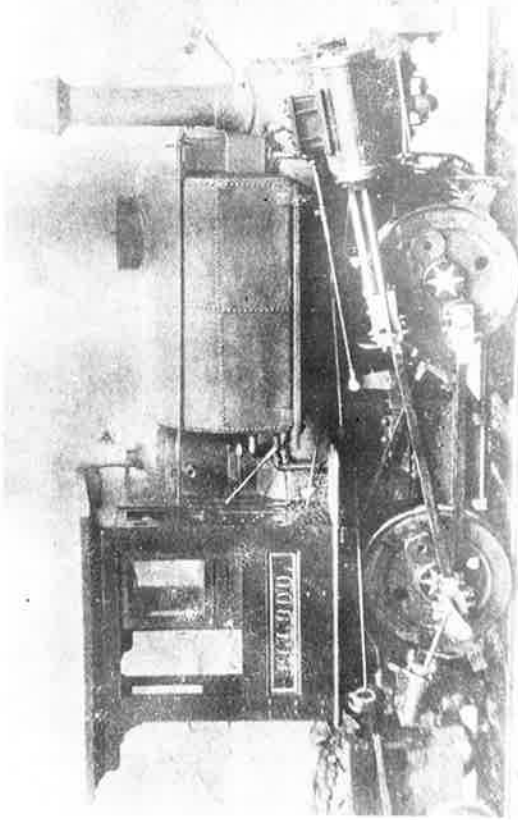
The Pittsburgh and Castle Shannon RR was built for coal, but developed a sizeable passenger service. However, unlike most coal carriers which used large 2-8-0s in the 1880s and 90s, this narrow gauge line used 4-4-0s. On this page are their last three purchases bought in 1888, 1892, and 1900. The original glass plates of these pictures are owned by Alco Historic Photos and are the railroad's builder photos. No. 7 was purchased for the 6½ mile passenger run and was very similar to New York Elevated Ry. locomotives.



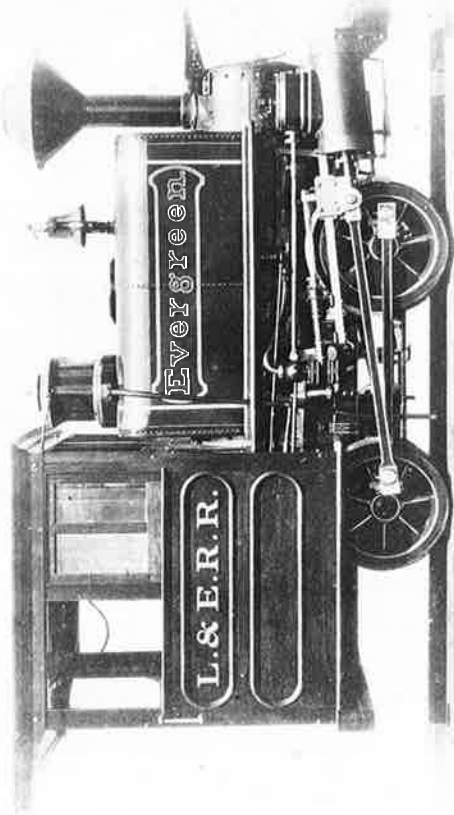
The P.&C.S. was owned by the same coal company as the Montour RR and its engines have a similarity. No. 8 was bought eight years after a similar, but standard gauge 2-4-2 was acquired by the Montour. The railroad was all down grade except for its steep grade in the tunnel under Mt. Washington.



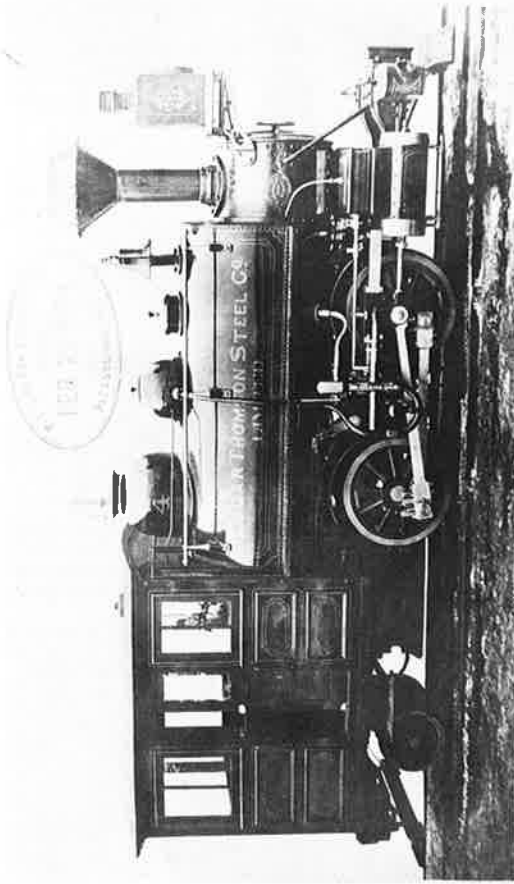
No. 9 worked on coal trains. It was one of a very few 2-4-0s built in the 1900s. Its disposition after the railroad became a trolley line in 1905 is unknown.



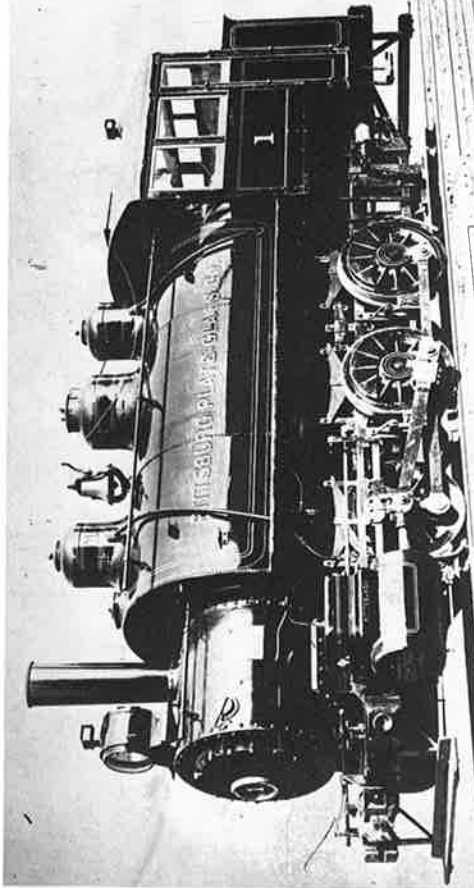
Thomas Norrell
 Locomotive "Ellrod" built in the 1870s for a mine south of Pittsburgh with a small mine car behind it. The narrow gauge locomotive shows no builders plate and probably weighed seven or eight tons. It was an early mine engine in the Pittsburgh area and hauled cars, brought out of the mine by mules, to a reload site into standard gauge cars.



Thomas Norrell
 The "Evergreen" of the Lawrence and Evergreen Railroad built in 1873 was intended primarily for passenger service in Ross Township, northwest of Pittsburgh. The three foot gauge engine was a typical Porter locomotive of the period, and displays much better workmanship than the "Ellrod." The L.&E.R.R. was never particularly successful, being reorganized in 1874, 1882, and 1887 at which time the Pittsburgh and Western (later acquired by the Baltimore and Ohio) acquired it. Abandoned about 1909.



Thomas Norrell
 Edgar Thomson Steel Co. #4 was a subsidiary of the Carnegie Bros., Ltd. The builders number 456 clearly shows, indicating it was built in 1880, and one of two engines built at that time for Carnegie. The other was #3, a duplicate. The locomotive is three foot gauge, and in keeping with what was expected of the era is elaborately painted with gold striping and headlight art work.



There were many mills in the Pittsburgh area which operated their own locomotives to switch their plants, and Porter was kept busy filling such orders. However this engine, No. 1 of the Pittsburgh Plate Glass Company, was built by the Pittsburgh Locomotive Works in 1900, c.n. 2151. In subsequent years the company purchased additional engines to switch their large plant. When No. 1 was scrapped is unknown.

PITTSBURGH & OHIO VALLEY RR Inc. 12-5-1899 and opened 1900 on Neville Island and Allegheny, Bradock & Rankin, 2.3 mi main track and 1 miles of sidings. Owned by American Steel & Wire Co., subsidiary of U.S. Steel Co. Located entirely on Neville Island Later sold to Davison Iron & Coke Co. and later resold to Pittsburgh Coke and Chemical Co.

Locomotives: 1 Baldwin 1877 4180 0-6-0 ex Cincinnati Southern RR #12, acq. Jan. 1900

2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

ALCO		0-6-0	
Richmond	1924	65535	"
Baldwin	1931	61631	0-4-OT new
"	1918	47472	0-6-0 ex Baldwin Loco Works, acq. o. 1940? #18
"	"	47473	" " " #20
Whitcomb	1947	60381	hp. diesel
"	"	60420	"
"	"	60425	"
EMD	1951		1200? hp. diesel
"	"		800? "
"	"		600? "

SEE ADDENDA #5 FOR DIESELS

In 1907 Baldwin c.n. 31642 0-4-0 sold to American Steel & Wire Co. and lettered P&OV. #8. Whether the #8 is an error is unknown.

PITTSBURGH, CHARTIERS AND YOUGHIOGHENY RR

Inc. 10-26-1881 as consolidation of two paper railroads, Chartiers and Mansfield Valley RR and McLaughlin's & Saw Mill Run RR. Built 1882 McKees Rocks on P&E thru coal fields to FCC&StL. (Pa. RR to St. Louis) at Beechmont, opened 12-1-82. Owned by Penna. RR and P&E since Dec. 1891 McKees Rocks to Beechmont, 13.2 miles. Last 2 miles to Beechmont torn up 1942. Coal Mines County Home to Reading 3 miles on Painters Run opened 1883. Not used after 1932. Coal Mines McKees Rocks to Neville Island, 6 miles, built 1901-02. Partially built from Van Emman to Eighty Four in Washington Co. on P&O in 1913-15. Torn up 1962. Aband 1942 1 1/2 miles Reading to Borland (coal mine); 1953 1 1/2 miles Borland to County Home (Woodville Jet.) (coal mine); Beechmont to Presto, 2.6 miles, 1942; seldom used Carnegie to Presto in 1940s-50s. Most of coal mines killed in Depression. Aband. FCC auth. 1-24-1979 Neville Br., .8 miles; ICC auth. 11-23-1964 Carnegie at .4 miles and trackage rights on Penna. RR 1.3 miles and then its own line to terminus at 544+78ft. Railroad operated passenger service on its south line. In 1904 had 9 engines, 1915 had 9; 1929 had 11; 1949 had 6, and 1965 had 5 diesels. In 1953 only steam engine was #16 kept in reserve.

8MAY
675-4 P&E 161
1764 P&E 9303, 124
1483
1497
#3 4-6-0 Pitts 1483
#6 2-8-0 "

#1	4-6-0	Baldwin	1872	???			
1	0-6-0	Pitts.	1901	2337	new		So. 1935
1	"	P&E	1909		ex P&E #9044		
1	1000hp	Fairbanks	1949	101145	new	Retired 1955; Sc. 1971	
2	4-4-0	Pitts.	1882	620	"		
2	0-6-0	Dickson	1903	28386	"		So. 1935
2	"	P&E	1912		ex P&E #9057		
2	1200hp	EMD	1951				
3	4-4-0	Pitts.	1882	621	"		Sold by 1893
3	4-6-0	"	1893	1440	"		ren. 03 by 1904
3	2-8-0	"	1899	1936	ex P&E #136, 9315 acq. 1924		Sold to Winfield #3, 1937
3	"	"	1903	28383	ex P&E #197, 9367, acq. 1938-39.		So. by 1947
3	0-6-0	P&E	1912		ex P&E 9053, acq. 1947		
3	1200hp	EMD	1951		new " U.S.A. #8414		
4	4-6-0	Pitts.	1883	689	new		Sold to P&E #100, 9010, 1497
4	4-6-0	"	1896	1680	ex P&E #90		ren. 04 by 1924. So after 1926 Acq 1905
4	2-8-0	Pitts	1900	2063	ex P&E #139, 9318, acq. 1924.		So. 1935
4	0-6-0	P&E	1912		ex P&E #9061		
4	1200hp	EMD	1952		new		
4	4-4-0	Pitts.	1887	838	"		
4	2-8-0	"	1900	2121	"		
4	0-6-0	P&E	1912		ex P&E 9156,		Sold Winfield RR #1 acq 1937
4	1200hp	EMD	1953		new		
4	2-8-0	Baldwin	1891	11520	"		
4	0-6-0	Pittsburg	1902	25202	ex P&E #9035, 9016, 106. So by 1938		QUESTIONABLE
4	"	Dickson	"	26434	new		So. 1938 or later
8	2-8-0	Cooke	1903	28387	"		
9	0-6-0	Pitts.	1896	1605	ex Allegheny & South Side #9		
10	2-8-0	"	1897	1751	ex P&E #121, 9300		
11	"	"	1898	1807	" 128, 9307		
12	"	Brooks	1911	48823	ex Pa. RR #9981, H-10		
13	"	Pitts.	1907	42869	ex P. McK&Y #9423		
14	"	"	1903	27120	ex P&E #181, 9351		
15	0-8-0	Baldwin	1920	53629	ex Newburgh & South Shore #52		
16	2-8-0	Pitts.	1916	55835	ex Monongahelia #142		

SEE ADDENDA #5 FOR DIESELS

Chartiers & Mansfield Valley RR

Inc. 12-15-1880 Not built and merged 10-26-1881 with McLaughlin's & Saw Mill Run RR to form PC&Y

McLaughlin's & Saw Mill Run RR

Inc. 3-19-1881 Not built and merged 10-26-1881 with Chartiers & Mansfield Valley RR to form PC&Y.

TURTLE CREEK AND ALLEGHENY RIVER RR

Inc. 7-18-1981 by Westinghouse Electric Co. 1.6 miles Turtle Creek to Linhart. Formerly plant facility. See paper railroads, inc. 1881, page 27

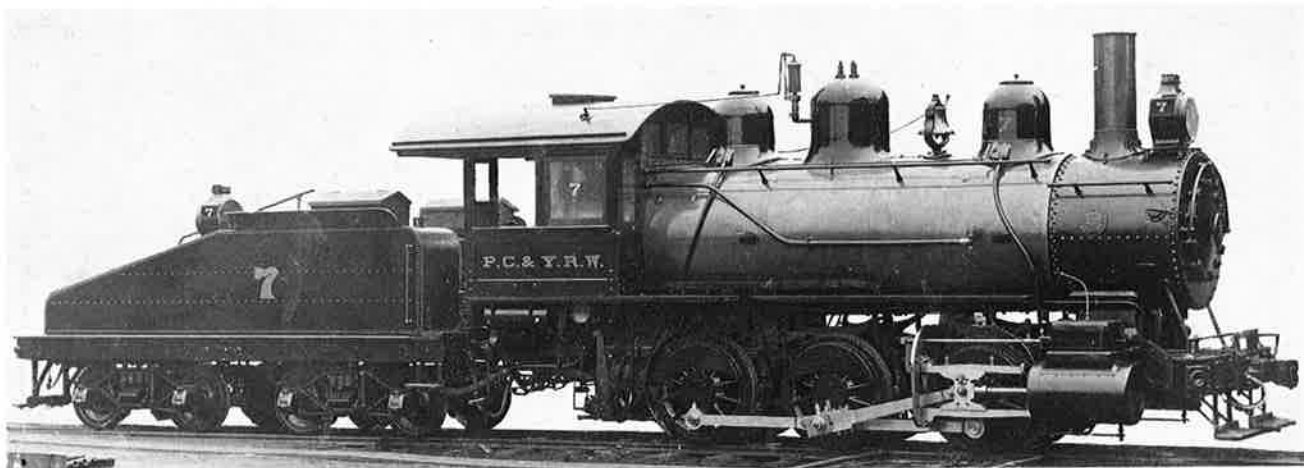
UNION RAILROAD

Inc. 7-2-1894 Braddock Twp to Edgar Thompson Steel Works at Bessemer, southwest across Monongahela River, then thru Homestead to Street Ryn, 5 miles. (This was same location as the Union RR inc. 1-21-1889. Organized by the Carnegie Steel Co. (U.S. Steel) and took over track of Carnegie plus constructed some of its own. Completed by 1899 East Pittsburgh to Streets Run to Duquesne Jct., 8.1 miles. Trackage rights Bessemer & Lake Erie at North Bessemer to East Pittsburgh, 7 miles. Leased 7-1-1898 the Slackwater Connecting RR from B&O in Braddock Twp to Rankin Boro on Monongahela River, 1 mile. Merged into Union RR in 1940s? Basic line is East Pittsburgh to South Duquesne, 14.4 miles and leased Monongahela Southern RR, 7.2 miles with trackage rights over B&LE from B&LE's big yard at North Bessemer south to East Pittsburgh. Leased 6-1-1906 Monongahela Southern RR upon its completion, Monogahela Jct. to Mifflin Jct. 7.2 miles Leased St. Clair Terminal RR, Clairton to Paterson (Wylie) 2-1-1920 Union RR basically transports ore from B&LE to U.S. Steel plants in Pittsburgh and performs switching service at the steel mills. With only about 26 miles of main line it had 125 locomotives in 1915 and subsequent years.

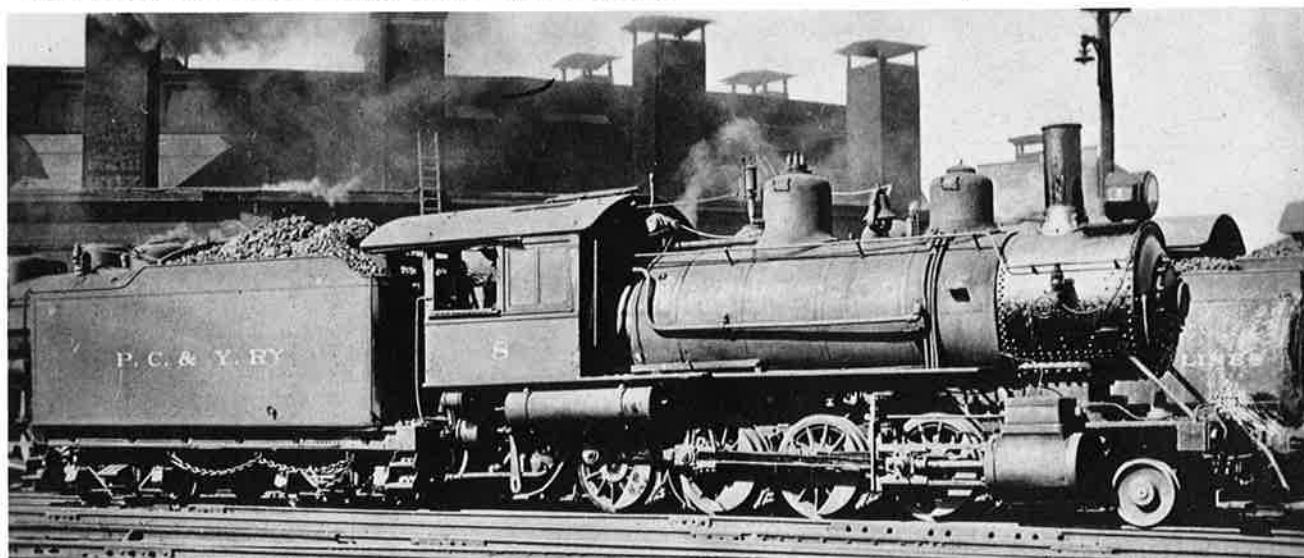
Roster: Many locomotives were purchased under the name of Carnegie Steel Co. As far as is can be determined, no Carnegie Steel Co. engines were renumbered when transferred to Union RR ownership. In 1898 had 36 locos; in 1903 had 74; 1915 had 125 and this number remained fairly constant from then on. These locos. shown on a Union RR roster; others may or may not have been Union RR engines (just Carnegie Steel Co.).

1	0-4-0	Pitts.	1886	843	29	0-6-0	Brooks	1898	2921
"	0-6-0	"	1903	29439	"	0-6-0	Bald.	1902	20815
"	"	Brooks	1913	52997	"	"	"	1905	25845 ?
"	"	Pitts	"	53705	"	"	pitts	"	37936 ren 209
2	0-4-0	"	1885	794	30	0-6-0	Brooks	1898	2922
"	"	"	"	"	"	0-6-0	Bald.	1902	20849
"	0-6-0	Brooks	1913	53708	31	0-6-0	Bald.	1898	16221
3	0-6-0	Pitts	1905	31175	32	"	"	"	16222
"	"	Brooks	1914	54629	33	"	"	1893	13547
"	"	"	1913	52998	33	"	"	1909	33964
"	"	"	"	"	33	"	"	1916	43100
4	0-6-0	Brooks	1914	54628	34	"	"	1899	16485
"	"	"	"	"	35	"	"	"	16705
5	0-4-0	Bald.	1906	27191	36	"	"	1907	30890
"	0-6-0	Brooks	1914	54630	36	"	"	1899	16706
6	"	"	"	"	37	"	"	"	16729
"	"	"	"	"	38	"	"	"	16730
7	0-4-0	Pitts.	1886	774	39	"	"	1907	31441
"	0-6-0	"	1905	37940	40	"	"	"	39 0-6-0 Brooks 1901 25336
8	0-6-0	Pitts.	1905	37941	41	0-6-0	"	1916	44126
9	0-4-0	"	1887	879	41	"	"	"	"
"	0-6-0	"	1912	51941	42	0-6-0	"	1900	17479
"	"	Bald.	1895	14385	43	0-6-0	Brooks	"	3506
10	"	"	"	14550	44	"	"	"	3514
11	"	"	"	14593	45	0-6-0	Bald.	1901	18540
12	"	"	1905	26436	46	"	"	"	18597
"	"	"	1895	14594	48	"	"	"	38299
"	"	Pitts	1912	51942	48	0-6-0	Brooks	"	3675
13	0-4-0	Bald.	1895	14605	50	"	"	"	3876, 25336 ?
"	0-6-0	"	1907	31702	51	"	"	1902	26309
14	"	"	1896	14943	52	"	"	"	26310
"	"	"	1907	31703	53-54	0-6-0	Pitts	1905	31176-7
15	0-4-0	Pitts	1888	875	55	"	Bald.	"	25838
"	0-6-0	Bald.	1896	14944	56-60	"	Pitts.	1906	40347-51
16	0-6-0	Pitts	1910	49305	61	"	"	"	44420
17	0-4-0	Pitts	1887	777	61	"	Bald.	1907	30891
"	0-6-0	Bald	1913	40298	62	"	Pitts	"	42429
18	0-4-0	Pitts	1886	844	63	"	Bald.	"	30907
19	"	"	"	"	63	"	Pitts	"	44528
20	0-4-0	Pitts	1887	809	64	"	Bald.	"	30964
"	0-6-0	Bald.	1910	35379	64	"	"	"	30965
21	0-4-0	Pitts	1888	874	65-69	"	Pitts	1909	45903-7
22	0-4-0	Bald	1903	21748	70-73	"	"	1913	54375-8
"	0-6-0	"	1916	43017	74	"	Bald.	1916	44127
23	"	"	"	"	75-79	"	Pitts	1897	1717-8, 67-8
24	0-4-0	Bald	1903	22041	75-84	"	Schen	1944	713210-30
"	0-6-0	"	"	"	80-81	"	Pitts	1898	1798-9
25	"	"	"	"	82-85	"	"	1899	1946-7; 54-5
26	"	"	"	"	86-89	"	"	1900	2079-82
27	0-4-0	Bald.	1903	22295	90-91	"	Brooks	1899	3366-7
"	0-6-0	"	1913	40299	"	"	Pitts	1901	2334-5
28	"	"	"	"	91-94	2-8-0	Bald.	1909	33377-8; 91-2
"	"	"	"	"	95-96	"	Pitts	1898	1858-9
"	"	"	"	"	97	"	"	1902	25049
"	"	"	"	"	98-99	"	"	1906	39431-2
"	"	"	"	"	100-04	"	Bald.	1910	35124-5; 282-4
"	"	"	"	"	108-05	"	Pitts	1903	27184-8
"	"	"	"	"	106-07	"	"	1906	39430, 40984
"	"	"	"	"	108-13	"	"	1909	45897-902

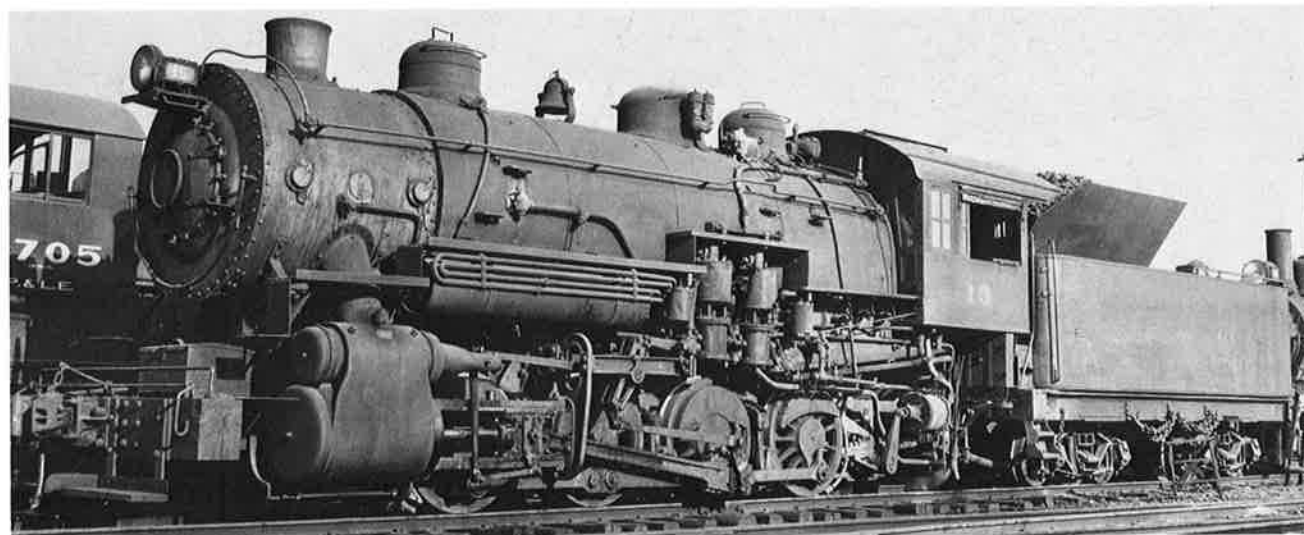
* 52 MAY HAVE BEEN SOLD TO QUAKER TOWN & BETHLEHEM BUT NOT DELIVERED.



The Pittsburgh, Chartiers and Youghiogheny is not owned by a steel mill. It serves most of the industries at McKees Rocks and Neville Island. Its route from McKees Rocks to Carnegie is operated as a double track railroad with the Pennsylvania RR owning one and the PC&Y owning the other. Below Carnegie the railroad served now closed coal mines. The railroad had a variety of 0-6-0s for industrial switching and 2-8-0s for coal hauling. No. 7 was typical, built in 1902.

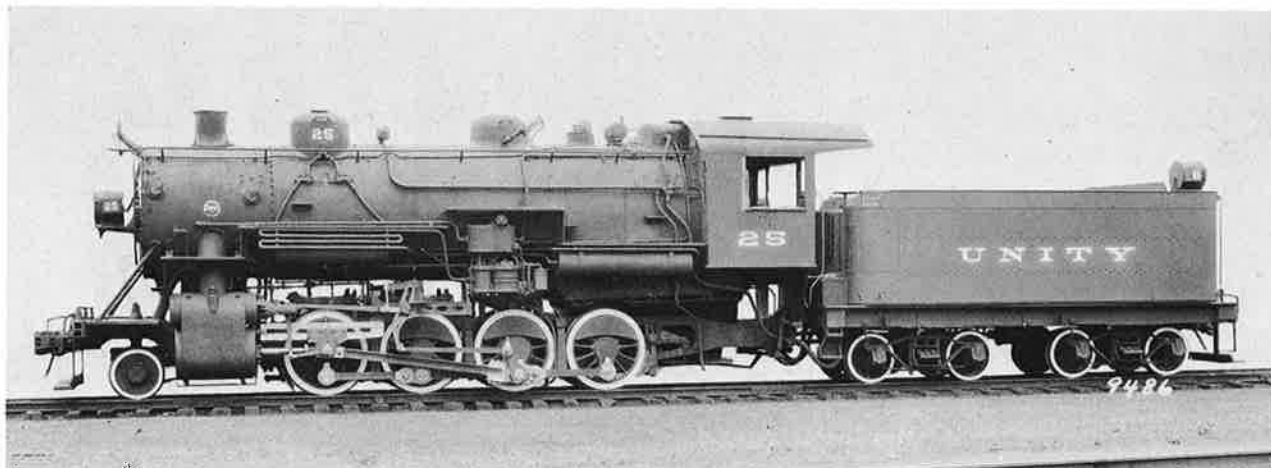


No. 8 photographed at the PC&Y's big McKees Rocks roundhouse, and used on coal trains coming from Woodville.

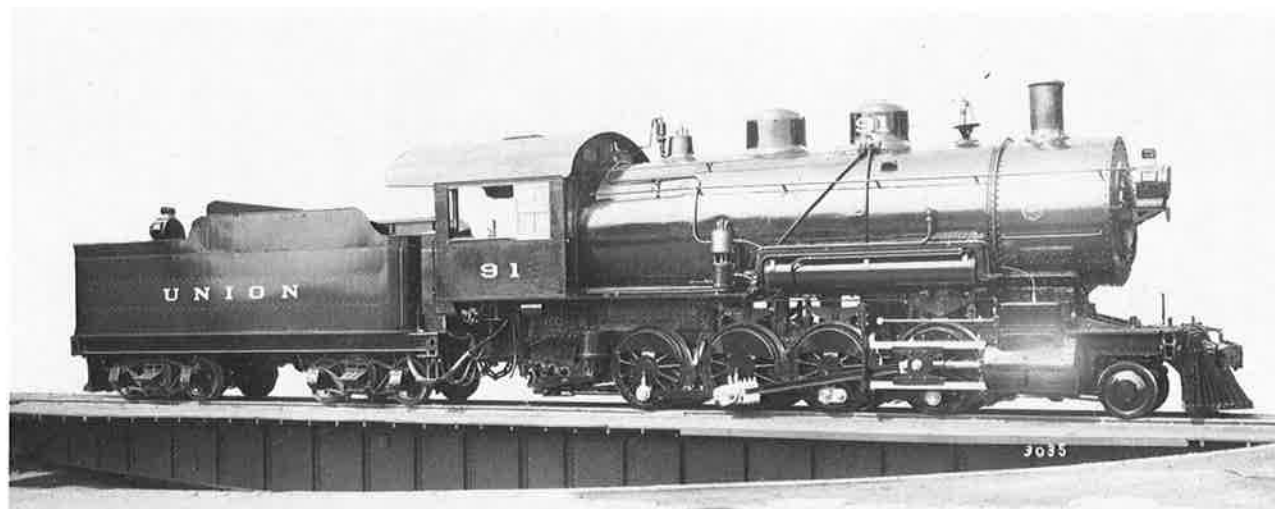


No. 15 was the only PC&Y 0-8-0, bought from Newburgh and South Shore RR and photographed in 1948.

Howard Davis



This big 2-8-0 with 45,600 pounds tractive force was built in 1925 as the Unity's first new engine. The Unity RR was crowded in alongside the B.&L.E.RR and the Pennsylvania RR and adjacent hills. Its only purpose was to haul coal from the Renton mine.



The Union RR has regularly operated over 100 locomotives on its X shaped railroad serving several steel mill of U.S. Steel such as the giant Homestead Works. It extends to Mifflin Jct. to bring coal from Montour RR and B&O, and to North Bessemer to bring ore trains down to the mills. As a result the railroad has had a variety of 0-6-0s (in earlier years 0-4-0s) and 2-8-0s. Interestingly, it never owned any 0-8-0s. No. 91 was built in 1909 for transfer service.



No. 303 was one of 9 giant transfer locomotives built in 1936 and 1937 to move ore trains brought down by the B&LE to North Bessemer. They replaced 2-8-0s which could only take part of a B&LE ore train. These 0-10-2s handled the full train on its slow run to the mills.

UNION RR cont.

114-17	"	"	1903	27184-7	REN. Fr. 101-104	150-54	"	Pald.	1913	40075-79
118-23	"	Baldw	1921	54416-7; 52-55		155-59	"	"	1916	43360-1; 401-3
124-29	"	Lima	1924	6741-6		160-64	"	"	1919	51970-2; 52056-7
130-31	"	Bald.	1917	46131-2		165-174	"	Lima	1926	7124-33
132	"	Pitts.	1918	59863		175-86	"	Pald.	1929	6099206; 61018-24
133-36	"	Lima	1924	6747-50		187-91	"	Lima	1936	7636-40
140-49	"	Rich.	1910	49226-35						
192-195	not used									
196-199	2-6-0	Paldwin	1898	15706-9	ex P.&L.E. #556	61-64			24	1927
201	0-6-0	Pitts.	1901	2329	ex St. Clair Terminal	#100				
202-204	"	"	1902	2413-15	"	#2-4				
205	"	"	"	26625	"	#5				
206-207	0-6-0	Pitts.	1906	41420	"	#6				
208	0-6-0	Lima	1920	5926	ex Carnegia Steel Co.	#8				
209	"	Pitts.	1905	37936	ex St. Clair Terminal	#13, 14				
213-214	"	Lima	1920	5927-28	"					
301-305	0-10-2	Pald.	1936	61907-11						
306-309	"	"	1937	62059-62						
400	4-4-0	Pitts	1905	30736	ex P.&L.E. #16					
401	"	"	1908	42867	" #19					
401	520 hp	Whitcomb	1943	60247	ex U.S. Army	7977, 1946				
402	"	"	1944	433		8427, 1946				
403	"	"	"	407		8401, "				
404	"	"	"	427		8426, "				
405	"	"	"	377		8136, "				
406	"	"	"	361		8120, 1947				
407	"	"	1943	346		7976, "				
408	"	"	"	350		7990, 1946				
409	"	"	1944	363		8122, "				
410	"	"	"	442		8426, "				
451-454	660	Alco	1947	75234-349-352						
455-468	600	EMD	1949	7502-7515						
469-470	"	"	1950	8531-32						
471-476	"	"	"	10900-5						
500-501	1000	Pald.	1940	62404-5						
502-505	"	"	1941	64203-6						
506-511	"	Alco	"	69548-53						
512-513	"	"	1942	69907, 909						
514-518	"	"	1943	70209-213						
519-528	"	"	1945	73623-631, 638						
529-535	"	"	1948	75660-661, 667-71						
536-549	"	EMD	"	7516-7529						
550-555	"	"	1949	8534-8539						
601-607	1500	Alco	1948	75694-700						
608-612	"	"	1949	76828-30; 971-2						
613-624	"	Baldwin	"	74220-21, 15-19; 696-700						
625-627	1600	"	1951							
556-560	1000	EMD	1949	7516-20						

210 21 ST. CLAIR TERN #10
 SOLD 1943 TO SIGNAL MTR
 PORTLAND CEMENT CO.

SEE ADDENDUM #5
 FOR ADDITIONAL
 DIESELS.

ST. CLAIR TERMINAL RR

Inc. 6-24-1901 by St. Clair Steel Co. (U.S. Steel Clairton Works) and opened 1902 from Clairton on Penna RR to Paterson (Wylie) on P.&L.E., 1.7 miles. 5 miles branches. Leased 2-1-1920 to Union RR. Still leased in 1950s.

Roster: Had 7 locos in 1906

#100	0-6-0	Pitts.	1901	2329	Became Union RR #201, 1920
2-4	"	"	1902	2413-15	" 202-204 "
5	"	"	"	26625	" 205 "
7	"	"	1906	4142	" 206 "
8	"	Lima	1920	5926	" 208 "
13-14	"	BALD	1907	5927-28	" 213-214 "
10	"	"	"	30047	" 210 ex OLIVER MINING CO #78 "

SLACKWATER CONNECTING RR

Inc. 6-8-1892 Rankinboro on Monong. River to B&O RR in Braddock Twp, 1.0 miles Leased to Union RR 7-1-1898 and merged 1940-1950. At East Pittsburgh. Roster: Had 2 locos, apparently second hand

MONONGAHELA SOUTHERN RR

Inc. 2-8-1897 Duquesne to Finleyville, 16 miles. Built Monogahela Jct. to Mifflin Jct. (Mifflin Summit) 7.2 miles - possibly not until 1906 Leased to Union RR 6-1-1906. Built up Thompsor Run about 2 miles about 1898 and remaining 5 miles to B&O in 1906? (Not in Poores until 1906). Built 1919 11.6 miles Clairton Jct to Wilson (Clairton)

UNITY RR

Inc. 1-8-1915 and 4 miles from B&L E RR at Unity Jct. to Renton coal mines of M. Hanna Co. Built 1942 1 1/2 miles Renton Jct to New Texas to connect with Penna. RR. Hauled coal from Hanna mines to Great Lakes Steel Co. subsidiary. ICC auth. aband. 11-12 1969 of Pa. RR connection line - Plum Creek Br, New Texas Jct to Renton Jct. B&L E RR took over operation in June 1967. Usually had one or two locos, probably rented from B&L E until 1925. #25 2-8-0 Baldwin 1925 58363 new In use in 1952 352 2-8-0 Pitts 1911 49971 ex B&L E #352 SOLD TO CEDAR RAPIDS IOWA CO #90, 1953 53 800 hp EMD 1953 new

Upper Union Mills RR - See p. 31

Paper Railroads

Washington & Pittsburgh RR

Inc. 3-18-1831 Boro of Washington, Washington Co. to Pittsburgh.

Pittsburgh & Laughlinstown RR

Inc. 4-3-1837 Pittsburgh to Laughlinstown near Ligonier in Westmoreland Co.

Wilkinsburg RR

Inc. 5-5-1841 Wilkinsburg to Pittsburgh

The act does not say it is to be a public highway but must allow anyone to use it if their wagons and carriages are okay provided they pay the tolls. Tolls are not specified in the charter

Chartiers Coal Co. - Chartiers Valley RR

Inc. 3-3-1849 to hold land and build a railroad to Ohio River. Chartiers Creek area in Allegheny County

SEE ADDENDA #5

Pittsburgh & Wheeling RR

Inc. 4-9-1849 Pittsburgh toward Wheeling thru Washington County.

Allegheny City & Freeport RR

Inc. 3-28-1854 but did not pay enrollment tax until 1864.

Suppl. 5-4-1854 May extend to Warren in Warren County

Suppl. 4-26-1854 May extend from Great Western Iron Works to Franklin Boro.

1864 Acts lists it: Ohio & Penna. RR near Allegheny City on west side of Allegheny River to Freeport, Armstrong County and to connect to Great Western Iron Works.

Excelsior RR

Inc. 4-26-1855 Bell's Run coal mines between Upper St. Clair and Chartiers Twnps, Allegh. Co. to Pitts. & Staubenville RR between Pitts. and Mansfield.

South Pittsburgh Coal Co.

Inc. 4-3-1860 to hold 1000 acres Chartiers, Upper and Lower St. Clair Twnps, and build a RR to connect mines to Ohio or Monongahela Rivers not over 10 miles. (Don't know if built)

Girty Run Coal Co.

Inc. 3-16-1865 to hold 1000 acres coal land in Allegheny County and build a railroad to Allegheny or Ohio Rivers.

Pittsburgh & Connellsville Mining & Manufacturing R.R. Co.

Inc. 4-12-1866 to hold 2000 acres of coal in Allegh., Fayette, Somerset and Westmoreland Counties and railroads not exceeding 15 miles in each

Pittsburgh & Campbell's Run Coal RR Co.

Inc. 6-12-1866 to hold 1000 acres in Allegheny County and build a RR to connect to existing RR. (Not known if built.)

Pittsburgh & Beaver RR

Inc. 2-18-1869 Beaver, Beaver Co. to Pittsburgh, 30 miles

Lake Erie and Pittsburgh Ry

Inc. 3-31-1870 as subsidiary of Erie Canal Co. to build between Erie and Pittsburgh.

Montour RR

Inc. 4-6-1870 mouth Montour Run, Allegh. Co. to Noblestown.

Pittsburgh & Virginia RR

Inc. 4-14-1870 McKeesport, Allegh. Co. on east side Monongahela River to W. Va.

Baltimore, Pittsburgh & Chicago RR

Inc. 7-28-1871 Pittsburgh to state line in Lawrence Co. at dividing point North Beaver and Mahoning Twnps, 60 miles

Allegheny & Beaver RR

Inc. 12-23-1871 Pittsburgh to Beaver, Beaver Co., 30 miles

Pittsburgh & Franklin RR

Inc. 2-29-1872 Pittsburgh to Franklin, Venango Co., 125 miles,

Pittsburgh & Norwood RR

Inc. 2-28-1872 Pittsburgh to coal lands, max. of 10 miles.

Turtle Creek Valley RR

Inc. 7-25-1873 Wall's Sta. on Penna. RR to West Penna. RR at Saltsburg or any other direction in Allegheny, Armstrong, Indiana, or Westmoreland Counties.

Allegheny Northern RR

Inc. 2-25-1873 Allegheny City to a point on the River in Allegheny Co, 10 miles

Allegheny Narrow Gauge RR

Inc. 10-13-1876 Allegheny City to Allegheny Count near Soures Run, 6 miles.

Moon Run RR

Inc. 2-8-1878 mouth of Moon Run and up it 3 miles, Allegh. Co.

Pittsburgh and Butler RR

Inc. 11-4-1878 From P.N.C. & Lake Erie RR near northern line of Allegheny County to Butler, 31 gaugs.

Chartiers and Mansfield RR

Inc. 12-7-1878 Ohio River at mouth of Chartiers Creek, Allegh. Co. to Mansfield

Paper Railroads

Allegheny County

Pittsburgh & Eastern RR

Inc. 10-5-1879 Pittsburgh to Edgwood, Allegh. Co., 8 miles

Clinton & Shoustown RR

Inc. 10-20-1879 Shoustown at Ohio River, Allegh. Co. to Clinton, Allegh. Co., about 7 mile

Robinson Valley RR

Inc. 2-11-1880 Ohio River near mouth Moon Run up Moon Run 5 miles, Allegh. Co.

Pittsburgh and Youghiogheny RR

Inc. 2-18-1880 Pittsburgh to Youghiogheny River near New Haven, 50 miles, Fayette Co.

North Side RR

Inc. 7-30-1880 from north side suspension bridge over Allegh. River at Allegheny City, then by north bank to Ohio River and N.E. bank of Ohio River to Jacks Run, Allegh. Co., 5 miles

Pittsburgh & Allegheny River RR

Inc. 9-27-1880 from Union Bridge near jct. Allegh and Monong Rivers, then south bak to Sharpsburg bridge, Allegh. Co., 6 miles.

Pittsburgh, Youngstown and Chicago RR

Inc. 12-4-1880 Pittsburgh at P. & C. RR down Monong. and Ohio Rivers to mouth of Big Beaver River, up Big Beaver to Mahoning River to Ohio.

Ohio River RR

Inc. 12-28-1880 Scott Twnp, Allegh. Co. near Mansfield to near McKees Rocks on Ohio River, 5 miles

Baltimore, Pittsburgh & Chicago RR

Inc. 1-3-1881 Pittsburgh to Ohio line, 40 miles, Allegh & Beaver Co.

South Fayette RR

Inc. 1-13-1881 Chartiers Twnp, Allegh Co. west of P.C.&St.L to mouth of Millers Run on Chartiers Creek, Allegh. Co.

Southern Tier RR. Inc. 6-6-1881. See Franklin Co.Fulton and Washington RR Inc. 5-5-1881. See Fulton Co.Chartiers and Youghiogheny RR

Inc. 6-14-1881 McLaughlin and Saw Mill Run Ry. at Sodam on Pitts. Southern Ry in Alleghn. Co. up McLaughlin Run to Lick Run to Latrobe, W. & Moreland Co., 45 miles

Turtle Creek and Allegheny River RR

Inc. 7-4-1881 pa. RR at jct. with coal RR of New York and Cleveland Gas Coal Co. between Turtle Creek Sta. in Versailles Twnp, Allegh. Co. and Beintous Sta., Wilkins Twnp and connecting at Plum Creek Br. of Allegh. Valley RR at its southern terminus, Plum Twnp., 10 miles.

~~"Trains" Magazine RR map of Penna. showed a 2 miles T.C.&A.R. RR at Wilkesburg. Nothing has ever been found on what this was. PLANT FACILITY OF WESTINGHOUSE ELECTRIC.~~Monongahela and Youghiogheny RR

Inc. 7-14-1881 Dead Mans Run in Lincoln Twnp at Youghiogheny River thru McKeesport and across Monong. River to Patterson Run, Mifflin Twnp, Allegh. Co.

Susquehanna, Pittsburgh & Western Ry

Inc. 7-25-1881 Pittsburgh to Milton, Northumberland Co., 225 miles.

Monongahela and East Shore RR

Inc. 7-29-1881 opp. McKeesport at Yough. & Monong. river jct. and along east bank southward to W. Va. line., 80 miles.

Pittsburgh, Rochester, & Sharpsville RR

Inc. 8-6-1881 Pittsburgh to Rochester to New Castle to Sharpsville, 72 miles.

Seaboard, Pittsburgh & Great Western Ry. Inc. 9-27-1881. See Franklin Co.Hillside RR

Inc. 10-8-1881 3' gauge Pittsburgh at south end of Monong. bridge to Knoxville, 2 1/2 miles.

Monongahela River Ry.

Inc. 12-16-1881 From Grant St., Pitts on north bank of Monong. River to McKeesport, 16 mi.

Pittsburgh Coal RR

Inc. 1-30-1882 mouth of Streets Run via Streets Run and Lick Run to West Elizabeth on Monong. River, 14 miles.

Pittsburgh & Monongahela Valley RR

Inc. 2-0-1882 mouth of Saw Mill Run, Pitts., to Finleyville, Washington Co., 15 miles.

PITTSBURGH EAST END RR. INC. 2-1882 FROM GRANT & 6TH AVE TO EASTERN CITY LINE. FOR PASSENGERSPittsburgh and Turtle Creek RR

Inc. 5-19-1882 Pittsburgh to mouth Turtle Creek, 10 miles

Shoustown, Clinton and Frankfort RR

Inc. 7-10-1882 Shoustown on Ohio River to Clinton, Allegh. Co. to Frankfort Springs, Beaver Co., 15 miles. Corp. dissolved 1916.

Monongahela RR

Inc. 9-22-1882 Bridgeville, Upper St. Clair Twnp to Upper St. Clair on Pitts. Sou. RR, Allegh. Co., 4 miles

Pittsburgh Central RR

Inc. 10-14-1882 main St. in 36th ward to Frankstone Ave, 21st ward, 10 miles. No indication it is a street ry. All in Pitts.

Pittsburgh Belt RR

Inc. 10-16-1882 9th ward to Four Mule Run, 4 miles, all Pittsburgh

Pittsburgh & Whitehall RR

Inc. 11-9-1882 Whitehall Tavern, Baldwin Twnp to Pittsburgh, Allegh /Co. 7 miles. (no indication this was a street ry.)

Chartiers and Ohio Valley Ry

Inc. 12-13-1882 Chartiers, Allegh. Co. up Campbells Run and Moon Run to Ohio River, 8 mile

Fort Pitt and Chartiers RR

Inc. 1-22-1883 Chartiers to Scotts Run to Painesville, Robinson Twnp, Allegh. Co., 6 mile

Harrisburg and Western RR Inc. 1-25-1883. See Dauphin Co.

Youghiogheny & Elizabeth RR

Inc. 2-8-1883 Buena Vista to Elizabeth, Allegh. Co., 10 miles. Corp. dissolved 1914.

Pennayl, Virginia and Ohio RR.

Inc. 2-24-1883 mouth Millers Run at Chartiers Creek, Allegh. Co. to Cross Creek to W. Va.

Pittsburgh, Allegheny & Chicago RR

Inc. 4-17-1883 Pittsburgh to Ohio, 40 miles.

Pittsburgh and Neville Island RR

Inc. 6-13-1883 Neville Island to Stowe Twnp, Allegh. Co. 8 miles

Monongahela North Shore RR

Inc. 9-19-1883 Pittsburgh easterly to Port Perry, North Versailles Twnp, Allegh. Co, 11 mi

Pittsburgh Short Line RR

Inc. 11-26-1883 Pittsburgh to Glenfield, Allegh. Co., 12 miles

Pittsburgh and Mansfield RR

Inc. 6-6-1884 Pitts., 36 ward to Chartiers, 5 miles, Allegh. Co. Street Ry?

Paintersville and Port Perry RR

Inc. 2-18-1885 Port Perry, Allegh Co. to Stairs Mill, Westmoreland Co., 40 miles.

Pittsburgh & North Eastern RR

Inc. 4-27-1885 Port Perry on Monong. River to Punxsutawney, 65 miles, P.U.C. annual report of 1912 said inactive. See Pittsburg & North Eastern Terminal RR on sheet 6.

Homestead & Monongahelia Connectional RR

Inc. 5-7-1885 mouth Minhalls Run, MITLIN Twnp, the Homestead to mouth Street Russ, 3 mile Allegh. Co.

Eastern Heights RR

Inc. 5-22-1885 5th Ave Ross St., Phila. to Wilkensburg, 7 miles. Electric?

Pittsburgh, Knoxville & Allentown Ry

Inc. 3-3-1886 Pittsburgh to Knoxville, 2 miles. Street Ry?

Pittsburgh and Streets Run RR

Inc. 3-20-1886 MITLIN Twnp at Balt. & Ohio RR over Monong. River to Pitts., 5 miles, Alle Co. Street Ry.?

Pittsburgh and Streets Run RR

Inc. 7-16-1886 26th ward, Pittsburgh to Street Run, 6 miles. Street Ry?

Clearfield and Allegheny RR Inc. 7-8-1887. See Clearfield Co.

Union RR

Inc. 1-21-1889 Braddock Twnp at Edgar Thompson Steel Works at Bessemer s.w. across Monongahelia River thern thru Homestead to Streets Run, 5 miles. Allegh. Co.

McKeesport RR

Inc. 2-7-1889 P.V.&C.RR near Cochran Sta. to McKeesport, 2 miles. Allegh. Co.

Youghiogheny Connecting RR

Inc. 7-29-1889 McKeesport on P.V.&C.RR cross Monong. River to Thompson Sta. on P.V.&C., 5 miles, Allegh. Co.

Pittsburgh and Mansfield RR

Inc. 8-5-1889 Pittsburgh to Chartiers, 5 miles. Street Ry.?

Homestead Connecting RR

Inc. 9-18-1889 August St., Pitts. to Homestead, 4 miles. Street Ry?

Bellevue & Pittsburgh RR

Inc. 9-18-1889 Bellevue to Pittsburgh, 5 miles. P.U.C. report company dissolved 1891-92

Sharpsville & Pittsburgh RR

Inc. 9-18-1889 Sharpsville Bridge at Allegheny River to junction of Monongahelia and Allegheny Rivers in Pittsburgh, 7 miles. Charter dissolved 1891-92

Pittsburgh & South Side RR

Inc. 9-18-1889 24th Ward of Pittsburgh to junction Monong. and Allegheny Rivers, 4 miles. charter dissolved 1891-1892

Dravosburg, Mendelsohn & Elizabeth RR

Inc. unknown. Location unknown (may not be Allegheny County). Charter dissolved 1894-95 according to P.U.C.

Neville Island RR

Inc. 5-9-1890 Pitts. to Neville Island to Coraopolis, 14 miles., Allegh. Co.

Monongahela & Chartiers RR

Inc. 5-22-1890 mouth of Peters Creek at Blairs Station on Monong. River to Bridgville on Chartiers Creek, 14 miles. Charter dissolved 1895-96

McKeesport and Versaille Belt Line RR

Inc. 8-12-1890 southern boundary of McKeesport south and up Long Run to Versaille Borough, 5 miles. P.V.C. said inactive 1912.

Union Transfer & Exchange RR

Inc. 7-15-1892 Library, Snowden Twp to Layton Sta, Lower Tyrone Twp, Fayette Co., 22 mi.

Allegheny & Lawrence RR

Inc. 7-29-1892 Bryant, Allegh. Co. to Moravia, Lawr. Co., 40 mi

South Shore RR

Inc. 9-14-1892 Esplen, Allegh. Co. near mouth Chartiers Cr. up Ohio & Monong. Rivers to So., 30th St. Pitts. 4.7 miles. *Built 1.5 miles ESPLEN EAST ALONG RIVER CONNECTION CLINTON IRON & STEEL CO. TO PALE AND P. CAST. L. (Pa) - SHUT DOWN 1929, #1-4 UNKNOWN*
 Monterey and Streets Run Connecting RR
 Inc. 12-19-1892 Monterey on P.V.&C. RR to B&O RR, 1 mile, Allegh. Co. *#5 0-6-0 BOLD 1920, 53440*

Allegheny Connecting RR

Inc. 4-6-1893 Pittsburgh at 26th St. and RR street to So. branch of Allegheny River and along it to 33rd St., 1 mile

First and Second Pool RR

Inc. 5-10-1893 mouth Thompson's Run to Mendelshon on Peters Creek, 7 miles

Pittsburgh, Betzhooven & Knoxville RR

Inc. 8-8-1893 Pitts. to Knoxville, 1 1/2 miles

Monongahela River and Broughton RR

Inc. 12-1-1893 Hayes St. on P.V.&C. RR along Streets Run to village of Option (?), Baldwin Twp, 4.5 miles

Streets Run and Homestead RR

Inc. 2-12-1894 Hayes Sta. to Homestead, 1 1/2 miles

Allegheny and Monongahela RR

Inc. 4-28-1894 Mifflin Twp to O'Hare Twp, 8 miles

Knoxville, Fair Haven and Mt. Lebanon RR

Inc. 5-15-1894 Knoxville to Mt. Lebanon, Scott Twp., 5 miles

Monongahela and Allegheny RR

Inc. 6-15-1894 from B&O RR in Pitts. southwest to Nine Mile Rin, up Nine Mile over ridge and down to Allegh. River, 6 miles

Streets Run and Dravosburgh RR

Inc. 10-3-1894 Hayes Sta. to Dravosburgh, 4 miles

Pittsburgh, Monongahela & Wheeling RR

Inc. 2-26-1895 opp. Monongahela City to W. Va. at Crows Mills, Greene Co.

Pittsburgh Connecting Ry.

Inc. 4-2-1895 Hawkins Sta. on Penna. RR to Pitts.&Connells. to Pitts, McK.& Yough. to Monongahela River, 2 miles

Allegheny & Chartiers RR

Inc. 8-15-1895 Esplen Boro, Allegh. County to Allegheny City, 1 1/2 miles. Charter dis. 1902-03

Monongahela River and Snowden RR

Inc. 10-4-1895 Duquesne to Snowden Twp, 10 miles.

Pittsburgh and Butler RR

Inc. 11-22-1895 Etna to Butler, 25 miles

Duquesne Branch West Side Belt RR

Inc. 12-16-1895 Broughton, Baldwin Twp. to mouth Thompson Run, 10 miles

Youghiogeny Valley RR

Inc. 2-19-1896 Versailles Boro to West Newton, Westmoreland Co., 12 miles

Pittsburgh and Northwest RR

Inc. 3-12-1896 Pitts. to New Castle, 50 miles.

Monongahela and Southwest RR

Inc. 3-11-1897 Homestead Boro to Snowden Twp, 10 miles

Monongahela Short Line RR

Inc. 4-9-1897 on Monong. River, Mifflin Twp to Lick Run, Jeff. Twp, 12 miles

East McKeesport Ry.

Inc. 10-29-1897 McKeesport to Penna. RR at Wilmerding, 3 1/2 miles

Upper Union Mills RR

Not inc. Plant facility of Carnegie Steel Co. (U.S.S.) at 34th St, Pitts. Connected with Allegheny Valley RR. Engine #13 ex Union RR #66, 0-6-0

Pittsburgh & Harmarville RR

Inc. 11-8-1897 Pitts. to P.B.&L.E.RR in Harmar Twp, 10 miles

Allegheny Connecting RR

Inc. 12-10-1897 P.B.&L.E.RR near Allegh. River bridge north to Harrison Twp to Penna. Salt Mfging Co., 12 miles, Westmoreland Co.

Spring Garden Connecting RR

Inc. 1-24-1898 on Spring Garden Creek at Reserve Twp to Allegheny City north line to Penn. RR and P&W RR., 3 miles

Manchester Connecting RR

Inc. 1-3-1899 Cleve. & Pitts. RR at Allegheny City east to P&W RR in Allegheny City, 2 mi.

Ohio Valley RR

Inc 1-7-1899 Coropolis to Freedom, Beaver Co., 12½ miles

Youghiogheny Terminal RR

Inc. 6-6-1899 McKeesport to Irwin, 12 miles

Pittsburgh and Allegheny RR

Inc. 6-26-1899 Pitts. at McGandless Ave & 54th St. to Allegh. Valley RR - northwest to Allegheny River, 5 miles

Consolidate Terminal RR of Pittsburgh, Penna.

Inc. 7-28-1899 Piyts. to P.&C.S.RR at Fair Haven, 6 miles. Foreclosed 6-6-1905 and reorg. 6-30-1905 as Greater Pittsburgh Belt Line.

West Way Terminal RR

Inc. 8-28-1899 Allegh. City to Stowe Twp, 5 miles.

Baldwin and Mifflin Connecting RR

Inc 9-26-1899 from Union RR, Mifflin Twp to Monong. River & Streets Run RR in Baldwin Twp to PM&Y RR at Streets Run, 2 miles. This became a plant facility of Harbison Walker Refractories. No locos lettered. Last reported to PUC in 1958, PUC said corp. dissolved 1900-1901 but evidently not.

Montour & Gragg RR

Inc. 11-5-1899 Gragg Sta. on PCC&StL to Montour, Collier Twp, 3 miles.

Bridgeville and Millers Run RR

Inc. 11-15-1899 Bridgeville to Millers Ryn Br. of PCC&St.L, South Fayette Twp, Allegh.Co, 2 miles.

Fort Pitt and Leasdale RR

Inc. 4-2-1900 Fort Pitt Sta. on PCC&StL to Chartiers/at Leasdale, 3 miles.

Glendale and Camp Hill RR

Inc. 4-10-1900 Chartiers RR at Glen Sta. to PCC&StL at Robinsons Run, 2 miles. Dissolved 1903-4

Carnegie Connecting RR

Inc. 6-2-1900 PCC&StL RR at Superior Steel Co. to Glenn Sta. on Pitts & Chartiers RR, 2 mi.

Pittsburgh and Western Terminal RR

Inc. 8-13-1900 P&W RR at Allegheny City to Neville Island, 3 miles.

Finleyville & Library RR

Inc. 10-9-1900 Finleyville, Wash. Co. to Library, Allegh. Co., 3 miles

Midway & Oakdale Ry.

Inc. 10-24-1900 Midway Sta., Wash. Co. on PCC&SL to Oakdale, 7 miles., Allegh. Co.

Glassport Terminal RR

Inc. 12-26-1900 from McKeesport and Belle Vernon RR in Port Vue Boro, Allegh. Co. crossing Monong. River to Jefferson Twp, 5 miles

Pittsburgh and Carnegie RR

Inc. 2-4-1901 Pitts to Carnegie, 5 miles. Electric?

Eastern RR

Inc. 2-25-1901 Pittsburgh at Hollycombe & Lafayette Sts along north bank Monong. River to opposite Brads Run; cross Monong. R. to Jct. of Glass Run and Streets Run, 2½ mi. P.U.C. "inactive" 1912.

Pittsburgh & Charleroi

Inc. 3-4-1901 Baldwin Twp to Washington County to Monongahelia City limits in Riverview Village, 18 miles. Corp. dissolved 1904-05

McKeesport & Port Perry RR

Inc. 3-26-1901 McKeesport to Port Perry, 4 miles. Corp. dissolved 1902-03

Monongahelia and Streets Run Terminal RR

Inc. 6-14-1901 from Union RR above Streets Run on Monong. R. up Streets and Scotts Runs to Consolidated Terminal RR, 3 miles. Foreclosed 6-6-1905 & reorg. 6-30-1905 as Streets

Kindleyville & Castle Shannon

Inc. 9-12-1901 Finleyville to Castle Shannon, 10 miles. Corp. dis. 1901-1902

Pennsylvania, Western and Ohio River Connecting Ry.

Inc. 11-22-1901 Allegh. City on PFW&C to Pitts. Forge & Iron Co., .8 mile. Built by PITTSBURGH FORGE & IRON CO. FROM B.O RR TO THE PLANT TO P.F.W. & C. RR, .8 miles. In 1915 HAD ONE LOCO. LATER RECLASSIFIED AS PLANT FACILITY. NOT SHOWN ON MAPS

Paper Railroads

Belt Line Ry

Inc. 11-12-1901 mouth Little Saw Mill Run to Bruce Sta. on Wheel., Pitts & BRR in Jeff. Twnp, 12 miles. Charter for company apparently acquired by Pittsburgh Terminal Coal Co. who filed annual PUC report 1928 to 1940. Maybe bought land at mouth of Little Saw Mill that was to be Belt Line Ry and had RR yd.
Pittsburgh and Southwestern RR
 Inc. 1-13-1902 St. Clair Terminal RR at bridge, Jefferson Twnp. to B&O RR at Cochran Mills Sta., Snowden Twnp. 8 miles

Fairhaven & Georgetown RR

Inc. 5-14-1902 Fairhaven, Baldwin Twnp, Allegh Co. to Georgetown, Beaver Co., 45 miles.
 P.U.C. said inactive 1912.

Brunot Island Connecting RR

Inc. 6-9-1902 PC&Y RR at Stowe Twnp to McKees Rocks to Brunot Island to Ohio Conn. RR, 1 mi.

Pittsburgh & South Eastern RR

Inc. 7-22-1902 23rd St. Pittsburgh to Street Run in Boro of Hayes, 2 1/2 miles. PUC said inactive 1912

Monongahela, Allegheny & Ohio RR

Inc. 8-11-1902 Pittsburgh 1/4 mile at Carson St. to Monong. River. Corp dis. 1902-3

Allegheny and Western Connecting RR

Inc. 8-18-1902 Harmarville Sta. on West.Pa. RR northwest up Deer Creek to P&W RR at Gibsonia Sta., 14 miles

Monongahela, McKeesport and Youghiogheny RR

Inc. 10-10-1902 Cousin Sta. on P.McK.&Bellev. RR to Ellrod Sta on Pitts & Conns. RR. 8 mile

Fort Pitt Connecting RR

Inc. 10-10-1902 Pittsburgh - 17th to 14th ward. 5 miles. Corp. dissolved 1903-04

Allegheny & Westmoreland RR

Inc. 3-23-1903 Fort Perry, Allegh. Co., to Mt. Pleasant, West. Co., 28 miles.

Pittsburgh & Tube City RR

Inc. 7-2-1903 2nd Ave. Pittsburgh thru Braddock to McKeesport, 15 miles. Corp. dis. 1908-09

Pittsburgh Connecting & Terminal Co.

Inc. 10-7-1903 35th ward Pittsburgh, N.E. to Allegh & Monong. River Jct. and to 2nd ward, 2 1/2 miles. Corp. dissolved 1905-06

Elizabeth & Webster RR

Inc. 9-30-1904 Van Kirk Sta. on P&LE, Allegh. Co. to Webster, West.Co., 10 miles

Steel Valley RR

Inc. 2-20-1905 Pittsburgh at Try Street to McKeesport, 13 1/2 miles. Corp. Dis. 1909-1910

Leetsdale, Ambridge & Economy RR

Inc. 5-10-1905 Leetsdale to Raden, 7 miles. Corp. dis. 1907-08

Greater Pittsburgh Belt Line RR

Reorganization of Consolidation Terminal RR Company of Pittsburgh which was foreclosed 6-6-1905. Org. 6-30-1905. P.U.C. said inactive 1912

Streets Run Terminal RR

Org. 6-30-1905 as reorganization on Monongahela & Streets Run Terminal RR, foreclosed 6-6-1905. PUC said inactive 1912

Smithfield and East Liberty RR

Inc. 8-7-1905 35d ward Pittsburgh at Smithfield St. to 20th ward, 3 miles. Corp. dis. 1908-09

Southeastern Jct. RR & Terminal Co.

Inc. 8-17-1905 Pitts Jct. RR and B&O RR jct. in Pitts. at Laughlin Jct. across Monong. R. to West Side Belt RR at Fair Haven, 6 miles

Pittsburgh & Fairhaven RR

Inc. 8-31-1906 Pitts. & Castle Shannon RR at Fairhaven Sta., Baldwin Twnp to Wabash Pitts-Terminal RR near Saw Mill Run, 4 miles.

Pittsburgh and Clearfield RR

Inc. 12-20-1906 Union RR at Monongahela River, North Versailles Twnp to Clearfield and Mahoning RR at Clearfield, 142 miles. Corp. owned by P.O.L.E.R.R. in 1954 but no track laid

Bull Creek RR

Inc. 7-2-1908 Tarentum on W. Penn RR north on Bull Creek to East Deer Twnp, 1.0 miles

Painters Run RR

Inc. 11-12-1909 Uper St. Clair Twnp at PC&Y terminus north to Mt. Lebanon, 2 miles

Pittsburgh and Northern Terminal RR

Inc. 4-29-1916 as reorg. of Pittsburgh and North Eastern Terminal RR foreclosed 4-3-1916. P.U.C. said inactive 1917

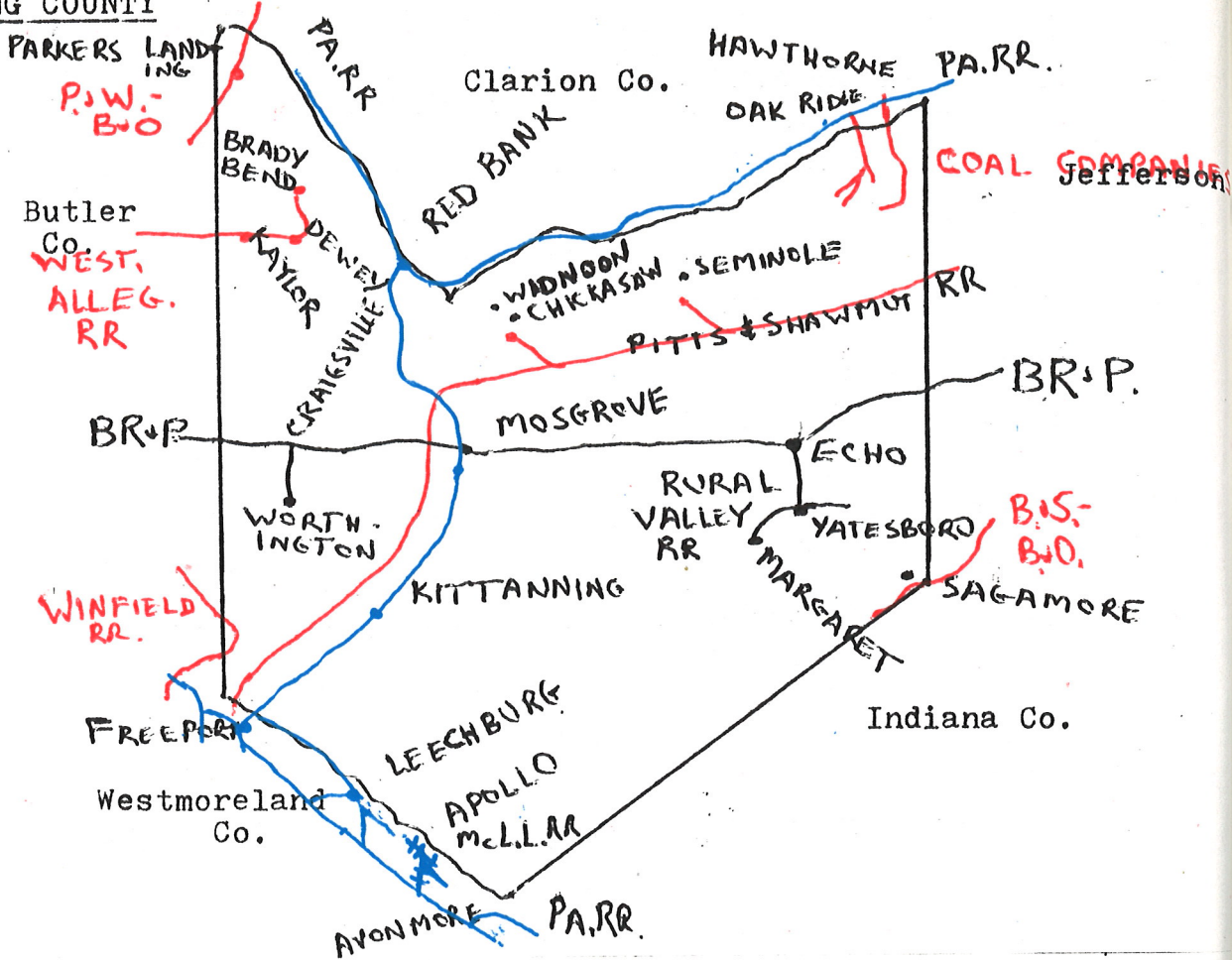
Pittsburgh & North Eastern Terminal Co.

Inc. ? Foreclosed 4-3-1916 and reorg. as Pittsburgh and Northern Terminal RR. (P&NET may be an error for Pittsburgh and North Eastern RR inc. 4-27-1885 although 1885 to 1916 for a paper railroad seems unlikely.)

UPPER UNION MILLS RR

Not. inc.? Plant facility of the Carnegie Steel Co. (U.S.Steel) at their 34th St. mill. Connected with Allegheny Valley RR.

ARMSTRONG COUNTY



Paper Railroads

Allegheny City & Freeport RR: see Allegheny County. Inc. 3-28-1854

Mahoning & French Creek RR
Inc. 5-26-1863 Kittanning, Armstrong Co. to Franklin, Venango Co.

Freeport & Shenango Valley RR and Coal Co.
Inc. 4-20-1864 Freeport, Armstrong Co. to Erie and Pittsburgh RR between Clarksville and West Greenville, Mercer Co.

Dayton & Pine Creek RR
Inc. 5-13-1871 Dayton, Armstrong Co. to mouth Pine Creek, not over 10 miles.

Turtle Creek Valley RR. Inc. 7-25-1873. See Allegheny Co.

Paper Railroads cont.

Sinnemahoning & Portage RR. Inc. 3-30-1854. See Cameron Co.

Pittsburgh & Franklin RR. Inc. 2-29-1877. See Allegheny Co.

Parker City, Edensburg & Oil City RR
Inc. 12-7-1876 Parker City, Armstrong Co. to Oil City, Venango Co., 36 miles

Susquehanna, Pittsburgh & Western Ry Inc. 7-25-1881. See Allegheny Co.

Allegheny & Western RR. Inc. 4-11-1883. See Butler Co.

Eastern & Western Air Line Ry. Inc. 8-14-1884. See Jefferson Co.

New York & Bloomsburg and Western RR Inc. 3-22-1886 See Carbon Co.

Pittsburgh, Beech Creek & Eastern RR Inc. 5-21-1889 See Clinton Co.

Pittsburgh, Beech Creek & New York RR Inc. 10-24-1889 See Clinton Co.

Mahoning & Allegheny RR

Inc. 1-12-1893 mouth Mahoning Creek on Allegheny Valley RR to Putneyville, 11 miles
Charter dissolved 1897-98

Bradys Bend & Butler RR

Inc. 2-15-1894 East Brady to Fairview Twp in Butler Co. 12 miles

Pittsburgh, Bradys Bend and Lake Erie RR

Inc. 12-18-1894 Allegh. River at Clarion Co. opp. Brady Bend to Fairview Twp, 20 miles

Mahoning & Anita RR Inc. 11-27-1901 See Jefferson County

Pittsburgh & Brady Bend RR

Inc. 12-31-1901 East Brady to Karns City, 7 miles

Pennsylvania Western Ry.

Inc. 1-12-1903 Redbank Jct, Armstrong Co. to Enon, Lawr. Co., 60 miles

Pittsburgh and Freeport RR

Inc. 7-17-1905 Great Belt Sta. on Butler Br. of West. Pa. RR, Butler Co. to Freeport Br. of Brookville & Mahoning RR, 22 miles

Kittanning RR

Inc. 5-4-1910 Kittanning to Wickboro, 1.7 miles

Pittsburgh & North Eastern RR Inc. 4-27-1885 See Allegheny Co.

Kiskiminetas Connecting RR

Inc. 12-16-1902 Freeport to Kelly, 6 miles. PUC said inactive 1912

Pennsylvania & Western RR

See Pennsylvania Western RR above. PUC said Corp. Dis. 1911-12

DuBois Southwestern RR

Inc. 9-1-1903 1 mile east of Sykesville to South Bend, Armstrong Co., 50 miles (Jeff, Ind. & Armstrong Cos.) Inactive 1912

Franklin & Parkers Landing RR

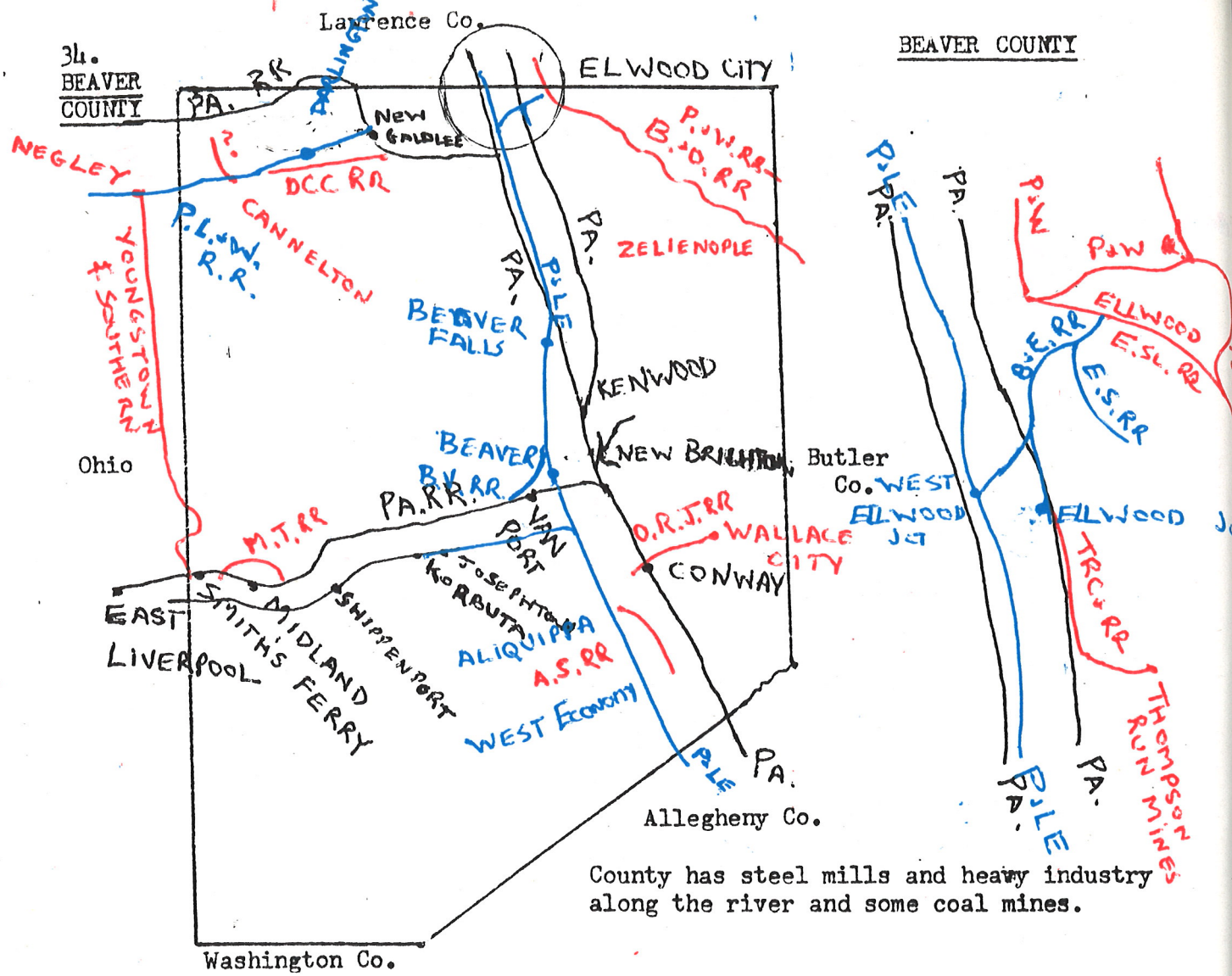
Inc. 5-5-1904 Franklin to Hovey Twp on Allegh. R., 6 miles north of Parker. 35 miles in Arm, Butler & Venango Cos. PUC said inactive 1912

UNUSUAL RAILROAD NAMES

Of the thousands of railroad names in Pennsylvania a few stand out for uniqueness. Possibly the most startling was the Kish-Wau-Keel Mineral Springs Railroad in McKean County. Where the Kish-Wau-Keel Mineral Springs were is unknown. They show on no map nor was any mention noted in the newspapers of the county. A reader might justifiably expect that the railroad was intended to transport people to the springs for their health giving benefits. The railroad limited itself to carrying logs.

Ask anyone where the Oregon and Texas Railroad was, and you will either get a blank stare or a wild - and wrong - guess. This logging railroad in the wilds of north central Pennsylvania was headed in the direction of Oregon Hill and Texas Mountain, two points about two miles apart. How they got those names is unknown. The state of Texas has no mountains and Oregon has no hills. The railroad had the steepest main line grade of any incorporated road in Pennsylvania, 10 or 11 percent. On this grade they had a run-which killed seven people, thereby making it the worst logging railroad wreck in Pennsylvania.

The most long winded name was the Cresson and Clearfield County (they should have stopped here) and New York Short Route Railroad. It was no where near New York State, and had no effect on transportation to New York as the coal went south.



County has steel mills and heavy industry along the river and some coal mines.

ALIQUIPPA AND SOUTHERN RR

Inc. 11-15-1906 Aliquippa to West Economy, 10.8 miles with many miles of sidings. Officially opened 1-1-1911 but used from 1907 on. Owned by Jones and Laughlin Steel Co. which also owns Monongahelia Connecting RR. J.&L. also had a narrow gauge private line within the steel mill.

100-107	0-6-0	Pitts.	1907	42855-60,63,64	5503	0-60	Altonna	1893	1895	4 Monong C. & N.	* 2.5
108-109	"	Porter	1910	4670-71	210-211	"	Schen.	1930	1934	68520-21	
110,111	"	Porter	1913	5248-5256	212	"	"	1935	1936	68683	
112	"	Baldwin	1921	54464	213	"	"	1936	1937	68704	
113	not used				214	"	"	1937	1939	68780	
114	0-6-0	"	1920	53520 ex J&L	215-216	"	"	1939	1941	58999-69000	
	Steel Co. #10,	acq.	19		217-218	"	"	1941	1941	69241-42	
121-122	"	Lima	1912	1212-13 ex Ak-	219-220	"	"	1913	1913	69693-94	
	ron, Canton & Youngs, RR#21&22,	acq.	?		220	"	Porter	1913	1913	5252 ex	
130-132	"	Alco	1946	74888-90	800-802	800	Hp. EMD	1953	1953	19071-73	
133-134	"	"	1947	75171-72	1200	1200	"	1953	1953	19074	
200	0-8-0	Cooke	1923	65361	1201-03	"	"	1954	1954	19529, 32, 33	
					1204-07	"	"	1955	1955	20636-39,	

Beaver and Ellwood RR: See Pittsburgh & Lake Erie RR
Beaver Valley RR: "
Ellwood Southern RR "
Ellwood Short Line RR See Pittsburgh & Western RR-B.&O.

Darlington Cannel Coal RR Co.
 Inc. 3-3-1852 from Darlington on Ohio & Penna. RR down Little Beaver Creek to near state line and to coal fields. Believed to have been built about 5 miles from O&E RR just south of New Galilee about 1853.
 Track may have been torn up and part of road bed used by subsequent railroad, or it may have become part of Cannelton Coal Co. RR. Company gone by 1868 maybe as not Loco: Had a Baldwin 0-6--0 flexible beam engine listed in Poores Manuals. believed to have been ordered by Ohio & Penna. RR in 1852, c.n. 466 and lettered D.C.C.C.

SEE ADDENDA #5

Cannelton Coal Co.

At Cannelton is a two mile railroad branch going up Coalbank Run. Whether this was originally Cannelton Coal Co. line is unknown. This company bought 3 locomotives (or it may have been different companies with same name). In 1903 the Pittsburgh Lisbon and West. leased line to Sterling Mines, 3 miles.

1	0-6-0	Baldwin	1874	3626	
2	0-4-2	"	1889	9750	39" gauge
3	0-6-0	"	1893	13711	std. ga. ?

IN OPERATION in 1949

Midland Terminal Co.

Inc. 4-6-1983 by (LTV Co.) to operate the 11 miles of plant facility tracks at Midland and the Conrail tracks at Midland. (ex Crucible Steel acquired and reopened by J&L in 1983. Also serves scrap steel customers. Has 2 old diesel switchers. See Penn Connecting RR. Loco # 800P END 1953 190724 Adquapa & 504, #801, Acq 1963

Ohio River Junction RR

Inc. 1-18-1898 Conway to Wallace City, 4 miles. Built soon after to serve stone quarries. Reorg. 5-21-1908 as North Shore RR. Locomotives: only 1 at a time.

North Shore RR

Inc. 5-21-1908 as reorg. of Ohio River Jct. RR. Operations discontinued 1911, and track removed several years later. Had 1 loco.

Penn Connecting RR

Inc. 6-17-1912 Ohio Twp on Penna. RR east to Midland to Penna. RR, 5 miles. Owned by Crucible Steel Co. and used as a plant facility. Corp. dissolved Jan. 1958. Locomotives not lettered and RR did not file reports. Trackage in 1983 taken over by Midland Terminal Co. plus other Conrail trackage at Midland.

Thompson Run Coal & RR

Not inc. Built prior 1902 and operated by Pitts. & Lake Erie RR. Ran from Ellwood Jct. south parallel to Penna. RR and then east to Thompson Mine on Thompson Run, total 4 miles. Torn up after 1920.

Pittsburgh, Lisbon & Western RR

This was a coal railroad operating in Pennsylvania and Ohio, and generally not successful. It has operated under a variety of names:

New York, Pittsburgh and Chicago RR

Inc. 5-10-1881 Pittsburgh to Marion, Ohio, 223 miles.
 Built 6-10-1883 New Galilee, Pa. to Rogersville, Ohio, 14 miles
 Reorg. 1885? as Pittsburgh, Marion & Chicago. (possibly an Ohio company because no record at Harrisburgh.)

Pittsburgh, Marion and Chicago RR

Inc. 1885? as reorg. of N.Y., Pitts. & Chic. RR and took over 14 miles of track.

Pittsburgh, Marion & Chicago Ry.

Inc. 2-12-1886 as consolidation of P.M.&C. RR and Wampum and State Line RR (Ohio Company), New Galilee, Pa. to Lisbon, Ohio, 23.3 miles and Cannelton Jct. to Sterling Mines, Pa., 2.3 miles.
 Foreclosed 4-13-1896 and reorg. as P.L.&W. Ry.

1					
2					
3					
4	4-4-0	Baldwin	1890	11034	became P.L.&W. #4
5	4-6-0	Pittsburg	1892	1326	" #5
6	"	Rogers	1893	4816	" #6

Pittsburgh, Lisbon and Western Ry.

Inc. 5-1-1896 as reorg. of P.M.&C. Ry. Same mileage as above.
 Reorg. 11-8-1902 as P.L.&W. RR.
 Locomotives - see PL&WRR

Pittsburgh, Lisbon & Western RR

Inc. 11-8-1902 as reorg. of P.L.&W. Ry. and the merger of Shenango & Beaver Valley and the Salem RR (in Ohio)
 Leased by Wheeling and Lake Erie RR, New Galilee to Lisbon, from 1904 to 1916. In 1916 lease cancelled but Salem RR sold to W.&L.E.
 Merged 1-1-1945 into Youngstown and Southern RR, an Ohio company.

Locomotives: None from 1904 to 1916.

1					
2					
3	2-8-0	Altoona	1887	1202	ex Pa. RR #1695, acq. 7-1917
4	4-4-0	Baldwin	1890	11034	ex P.M.&C. #4 Sold to W.&L.E. #349
5	4-6-0	Pitts.	1892	1326	" #5
6	"	Rogers	1893	4816	" #6
2nd	2-8-0		1906		ex ? , acq. 1916/??

36. Beaver County

Pittsburgh, Lisbon & Western RR cont. Locom

7-10	???				
11	2-8-0	<i>See previous page</i>			
12	"				
13	"	Pittsburg 1908	43914	ex	Montour RR #13
14	"	"			
15	"	"	1905 30746	ex	Bess.&Lake Erie #123, Montour #15
16	"	Baldwin	1923 56141	new	
17	"	"	1883 7068	ex	N.Y., West Shore & Buffalo #130, later NYO&W #84, acq 1920.
18	"	"	1924 57774	new	
21	"	Pittsburg		ex	Montour #10
22	may not have existed.				
23	2-8-2	Brooks	1915 55505	ex	Montour #23
28	"	"	1917 57378	"	28
29	may not have existed				
30	2-8-0	Pittsburg	1905 30740	ex	B.M.E. #117
31	"	"	30742	ex	Montour #17 (B&L #119)
32	"	"	1911 45347	ex	B&L #328
33	"	"	1905 30738	ex	Montour #14 (B&L #115)
42	2-8-2	Baldwin	1907 33429	ex	Montour #42 (Virginia #127)
51	MACK RAIL BUS 1922 new. Sold to Chestnut Ridge RR #51. Photo page B.				
?	4-6-0	New York	1891 688	ex	W&L #52, acq. 1-1916
?	2-8-0	Baldwin	1910 34746	ex	Grafton & Upton #6 Sold Central Baragua, 1924.

Shenango & Beaver Valley RR

Inc. ? (not listed at Harrisburg. May be Ohio) Location unknown, but not built.
Merged 11-8-1902 (filed 11-11-02) into PL&W.

Youngstown and Southern RR

An Ohio Company which bought PL&W 1-1-1945. Owned by Pittsburgh Coal Co. ICC auth. acquisition 12-27-1946 from Penna. Coal Co. their line from Negley, Ohio to Smith's Ferry, 12.4 miles. This coal line was built after 1937 (maybe 1940 or 1946). It has about 1 1/2 miles of track in Penna. at two locations.

Paper Railroads

Beaver & Conneaut RR

Inc. 3-31-1836 Big Beaver Creek mouth, Beaver Co., to Ohio State line to connect with Conneaut and Beaver RR (inc. in Ohio)

Mercer & New Castle RR. Inc. 3-30-1852. See Lawrence Co.

Nicholson Run & Pine Swamp RR

Inc. 4-18-1853 Big Beaver Twp (land of Geo. M. Young), Beaver Co. by way of Pine Swamp to New Castle, Lawrence Co.
Suppl. 3-13-1856. Name changed to New Castle and Darlington RR to connect with any RR in Beaver or Lawrence Counties.

Enon Valley Coal Co.

Inc. as a coal company prior to 1855.
Suppl. 2-8-1855 may construct a RR from coal lands in Beaver Co. to Ohio & Penna. RR. (not known if track laid.)

New Castle and Darlington RR

Inc. 3-13-1856 as renaming of Nicholson Run and Pine Swamp RR.
Act. 1-31-1857 Renamed to Pittsburgh, New Castle & Cleveland RR, Big Beaver Twp to New Castle. *SOME CONST. WORK DONE, WAS TO BE SOUTH END ERIE & PITTS. RR.*

Pittsburgh, New Castle & Cleveland RR

Inc. 1-31-1857 as renaming of New Castle and Darlington RR.
Suppl. 4-11-1863. Charter revoked.

Little Beaver Valley RR

Inc. 3-1-1862 From Darlington Cannel Coal Co's RR, Beaver Co. down Little Beaver Creek to Ohio River in Ohio.

Connoquenessing Valley RR

Inc. 3-22-1865 Butler, Butler Co. to Beaver Valley RR track between Homewood Sta., Beaver Co. and New Castle, Lawrence Co.

Brady Coal & Oil Co.

Inc. 1-30-1866 in twmps of Beaver, Darlington, Chippewa, and Brighton, Beaver Co. to hold 2000 acres and build a RR from the coal lands to Ohio River.

Ohioville RR

Inc. 3-27-1866 mouth of Little Beaver Cr. on Ohio River, Beaver Co. to Pitts., Ft. Wayne, & Chicago RR at New Gallel

Lake Erie and Pittsburgh Ry Inc. 3-31-1870. Refer to Allegheny County

Pittsburgh & Beaver RR Inc. 2-18-1869 See Allegheny Co.

Baltimore, Pittsburgh & Chicago RR See Allegheny Co. Inc. 7-28-1871

Allegheny & Beaver RR Inc. 12-23-1871 See Allegheny Co.

Connoquenessing RR

Inc. 11-20-1877 From P.M.E. RR at Clinton, Beaver Co. south side of river, then across Beaver River to east bank then up Connoquenessing Cr. to Wirtenburg and to Slippery Rock, Butler Co., 20 miles.

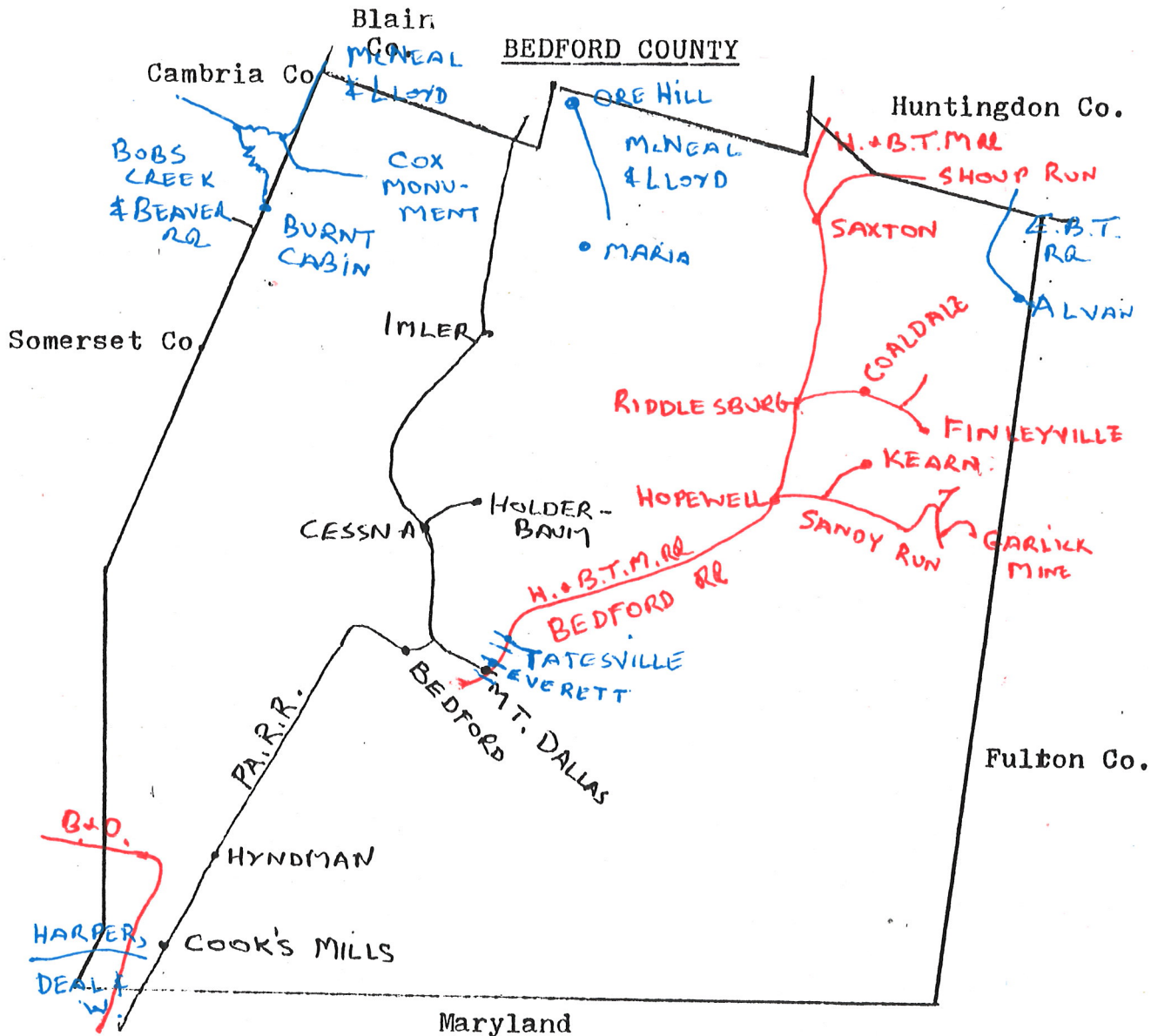
- Pittsburgh & Chicago RR
Inc. 11-4-1878 From P.N.C. & Lake Erie RR on Connoquenessing Cr., Beaver Co. thru Beaver and Lawrence Co. via Darlington to state line, 14 miles. 3' gauge.
- Baltimore and Chicago RR
Inc. 11-7-1879 mouth Brady Run in Beaver Co. then by Brady Run to Ohio.
- Pittsburgh, Youngstown & Chicago RR Inc. 12-4-1880. See Allegheny Co.
- Baltimore, Pittsburgh & Chicago RR Inc. 1-3-1881. See Allegheny Co.
- Brighton and New Castle RR Inc. 3-24-1881
Inc. 3-24-1881. New Brighton, Beaver Co. to New Castle, Lawrence Co., 21 miles.
- Pittsburgh, Rochester & Sharpsville RR Inc. 8-6-1881. See Allegheny Co.
- Shoustown, Clinton & Frankfort RR Inc. 7-10-1882 See Allegheny Co.
- New Castle and Western RR Inc. 12-13-1882 See Lawrence Co.
- Pittsburgh, Allegheny & Chicago RR Inc. 4-17-1883. See Allegheny Co.
- New Brighton Marginal RR
Inc. 4-17-1883 Beaver Falls to New Brighton, Beaver Co., 3 miles
- Wampum & State Line Ry. Inc. 1-2-1886 See Lawrence Co.
- Beaver Falls Marginal Ry.
Inc. 6-10-1886 Beaver Falls to P. & W. RR in Wayne Twp, Lawrence Co. 10 miles
- Mineral Ridge RR
Inc. 6-13-1888 North Sewickly to Spangler, 4 miles
- Bridgewater Junction RR
Inc. 9-17-1888 Beaver Creek bridge of Cleve. & Pitts. RR thru Bridgewater to P.&L.E. RR., Beaver Co.
- New Cumberland & Pittsburgh RR
Inc. 6-13-1893 W. Va. line at New Cumberland Br. of P.C.&St.L. south bank of Ohio River to P.&L.E. RR at Philipsburg in Moon Twp, Beaver Co., 16 miles.
- College Hill Marginal RR
Inc. 6-7-1892 Beaver Falls thru College Hill to mouth of Wallace Run on P&LE, 3 miles
- Allegheny & Lawrence RR Inc. 7-29-1892 See Allegheny Co.
- Pittsburgh & Northwest RR Inc. 3-12-1896 See Allegheny Co.
- North Shore RR
Inc. 8-5-1896 New Sewickly Twp to Beaver Falls, 9 miles.
- Smiths Ferry RR
Inc. 8-4-1897 Ohio state line at East Liverpool, Fredrickton and Lisbon RR, Ohio Twp to Cleve. & Pitts RR, .8 mile
- Ohio Valley RR Inc. 1-7-1899 See Allegheny Co.
- Massillon and Little Beaver RR
Inc. 9-24-1900 Cleve. & Pitts. RR at Little Beaver River north and west to Ohio State line 3 miles.
- Glasgow RR
Inc. 11-12-1900 Ohio Twp at state line with Lisbon and East Liverpool RR to Little Beaver Cr. and jct with Cleve. & Pitts RR .8 miles.
- Southwest Connecting Ry.
Inc. 9-11-1901 Monaca to Baden, 5 miles
- Fairhaven & Georgetown RR
Inc. 5-14-1902 Fairhaven, Baldwin Twp, Allgh. Twp to Georgetown, Beaver Co., 45 miles.
- Canton and East Liverpool RR
Inc. 12-8-1902 Beaver Cr. at Ohio state line to Smith's Ferry.
- Leetsdale, Ambridge & Economy RR: See Allegheny Co. Inc. 5-10-1905
- Oak Run RR
Inc. 9-25-1905 Ohio Twp, Beaver Co. at state line to south east part of Ohio Twp, 3 mil corp. dissolved 1917
- Brush Creek and Crows Run RR
Inc. 3-30-1906 North Sewickly Sta., P&W RR to Ohio River Jct. RR in New Sewickly Twp, 10 mi.
- Beaver Connecting RR
Inc. 9-20-1906 Homewood to Hoytdale, 5 miles.
- Pittsburgh and Great Lakes RR
Inc. 12-17-1909 P&W RR at Ellwood City to Western Allegheny RR between Portersville and Barbers Station, 12 miles
- Montour Northern RR
Inc. 10-28-1913 Robinson Twp, Wash. County to W. Va. state line below Georgetown, Green Rwp, Beaver Co., 35 miles

Beaver Valley & Ohio Ry.

Inc. 12-24-1913 White Twp at P.Ft.W&C RR west to P.Ft.W&C RR at Ohio state line,

Northern Montour RR

Inc. 10-6-1916 Montour RR in Robinson Twp, Wash. Co. to Smith's Ferry, Beaver Co, 35 miles



- Bobs Creek & Beaver RR: See Cambria County
- East Broad Top RR: See Huntington County
- Huntingdon & Broad Top Mountain RR: See Huntington Co.
- McNeal & Lloyd, Ore Hill: See Blair County

Harper, Deal & W.

Built about 4 miles in 1912 from Cook's Mills up Gladdens Run to Kennells Mills, Somerset Co. Took out lumber. Unknown what the W. stood for. Sold 1915 to Cooks Mills Coal & Clay Co. Probably had a small saddle tank loco.

Cooks Mills Coal & Clay Co.

In 1915 acquired property of Harper, Deal & W. from Cooks Mills up Gladdens Run 4 miles. Torn up 1920s or 1931. Hauled lumber 1912-1915 and coal 1915-1920. Operations then discontinued but track not removed until about 1931. Had two small locomotives, probably 0-4-0T.

KEMBLE COAL & IRON CO. INC. RIDDLESBURG SOUTH WEST ABOUT 6 MILES
FOR COAL & IRON ORE. BUILT 1891 TO SUPPLY THEIR FURNACE
WENT TO MARBLE CITY AREA. TOWN OF BEDFORD COUNTY 1900. 39.

Everett RR

Inc. 3-1-1954 to take over Huntingdon & Broad Top Mtn RR from Mt. Dallas to Tatesville, 3 1/2 miles. Primary purpose was to haul sand from sand plant at Tatesville which closed in 1962.

Track removed Everett to Tatesville, 1 mile, 19 .
Aband. Nov. 1983 Everett to Mt. Dallas 3 miles when Conrail abandoned into Bedford.
In 1984 Everett RR took over from Conrail 7.9 miles by purchase in Blair Co. Brooks Mills to Sproul, and leased 6.8 miles Roaring Springs to Martinburg and Curryville.
Loco: #56 Whitcomb 65 ton diesel ex Bethlehem Steel Co., acq. 1954.

Paper Railroads

Bedford Mineral Springs RR

Inc. 4-2-1845 Bedford to Maryland State line to connect with Balt. & Ohio RR.

Drakes Ferry & Broad Top RR

Inc. 3-24-1848 Drakes Ferry on the canal in Huntingdon Co. to Broad Top coal region, Bedford and Huntingdon counties.

Duncannon, Landisburg & Broadtop RR

Inc. 5-5-1854 Duncannon, Perry Co., to Shurmansdale, Landisburg, Waterford, Juniata Co., Broad Top Mtn., Bedford Co., Burnt Cabins, Fulton Co.

Suppl. 5-5-1855. Renamed Shermans Valley and Broad Top RR and made eastern terminus on Fishing Creek mouth, Perry County with Pa. RR

Shermans Valley and Broad Top RR

Inc. 5-5-1855 as renaming of Duncannon, Landisburg & Broad Top RR. Duncannon or mouth of Fishing Creek, Perry Co. to Burnt Cabins and Broad Top Mtn., Bedford Co.

Suppl. 5-12-1857 Extend to connection with Connellsville & Pittsburg RR and Allegheny Portage RR

Suppl. 3-31-1859 renamed Pennsylvania Pacific Ry and may extend to Maryland and Virginia.

Hopewell Coal & Iron Co.

Inc. 5-7-1855 Broad Top coal fields, Bedford Co. and build a RR to connect with Huntingdon and Broad Top Mtn. RR, Huntingdon Co.

Donegal Iron Co.

Inc. 4-24-1857

Suppl. 5-1-1861 may also construct a RR of not more than 5 miles in Bedford and Huntingdon Counties.

Pennsylvania Pacific Ry.

Inc. 3-31-1859 as renaming of Shermans Valley & Broad Top RR
Suppl. 4-1-1863 RR renamed South Pennsylvania RR

Powellton Coal & Iron Co.

BUILT LATER
Inc. 5-1-1861 to hold coal lands in Bedford and Huntingdon counties and build a RR to Huntingdon & Broad Top Mtn. RR. BUILT N.E. LINE OF HIGH UPTON CNGRETTOWN IN MOUNTAIN COUNTY, PA FOR RIDDLESBURG OPERATION. 1880-1890.

South Pennsylvania RR

Inc. 4-1-1863 as renaming of Pennsylvania Pacific Ry. Charter dormant 3-31-1879 but reactivated in 1883 and construction begun by Vanderbilt interests of 7 tunnels and rail line to compete with Penna. PP Work halted 1885. In 1894 51 miles sold to Southern Pa. Py. Mining Co. and in 1904 remaining route sold to Fulton, Bedford & Somerset RR (owned by B&O RR) but nothing ever done. Tunnels and route eventually became Penna. Turnpike in 1930s.

Duncannon, Bloomfield & Broad Top RR

Inc. 4-17-1866 Duncannon, Perry Co to Bloomfield to Broad Top Mtn, Bedford Co. to reach coal.

Morrison's Cove RR

Inc. 3-2-1867 Hollidaysburg or Newry, Blair Co. towards pattonsville, Bedford Co.

Juniata & Potomac RR

Inc. 4-4-1870 (enrollment tax not paid until 1873) from Huntingdon & Broad Top Mtn RR near Bloody Run, Bedford Co., then thru Black Valley to Maryland.

Union Narrow Gauge RR

Inc. 3-29-1872 Bedford to ore land in Cumberland Valley, Cumerland Co.

Fulton & Washington RR Inc. 6-6-1881 See Fulton Co.

Southern Tier RR Inc. 6-6-1881 See Franklin Co.

Seaboard, Pittsburgh & Great Western Ry. Inc. 9-27-1881. See Franklin Co.

Pittsburgh & Atlantic RR Inc. 10-6-1881 See Fayette Co.

Harrisburg & Western RR Inc. 1-25-1883 See Dauphin Co.

Delaware Water Gap and South Western RR

Inc. 11-6-1883 Londonderry, Bedford Co. to Smithfield Twp, Monroe Co., near Delaware Water Gap., 255 miles

Pennsylvania & West Virginia RR

Inc. 11-23-1889 Manns Choice, Bedford Co. to Brook Mills, Blair Co., 35 miles

Altoons Short Line RR

Inc. 12-24-1891 Everett, Bedford Co. to Ore Hill Sta., Blair and branches to Langdon, and Riddlesburg. 40 miles

Bedford & Western RR

Inc. 10-27-1902 Mt. Dallas to Geiger, Somerset Co., 50 miles

Gladdens Valley RR

Inc. 7-23-1903 Cooke Mill Sta. on R&O, Bedford Co. to Gladdens, 5 miles.

Potomac and Allegheny RR

Inc. 10-27-1902 Mt. Dallas to Maryland in Fulton Co. at Branklin Co. line, 31 miles

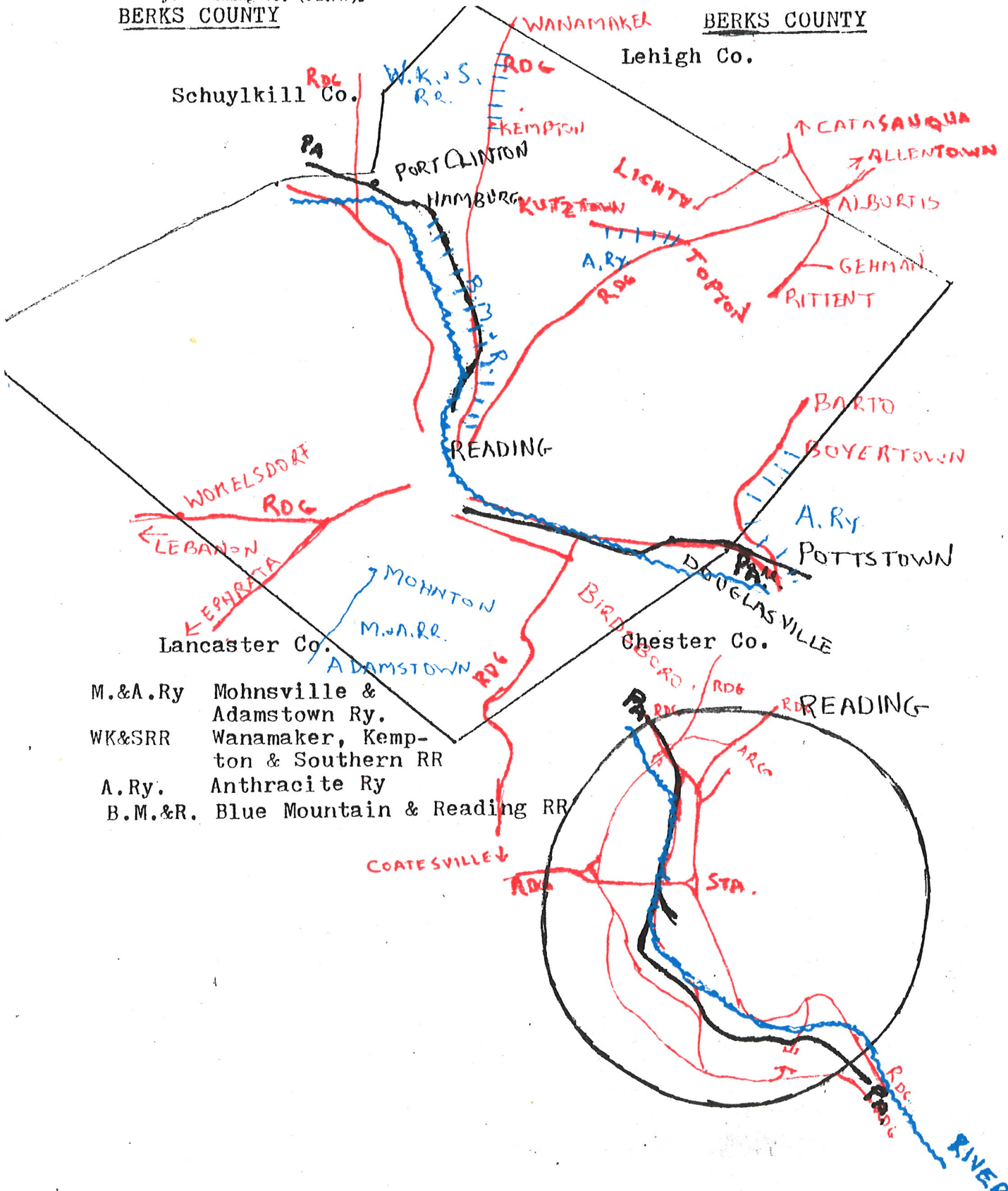
Altoona and Bedford County RR

Inc. 9-25-1909 Duncansville, Blair Co. to Penna. RR at Bedford, 40 miles. Corp. dissolved in 1914

Fulton, Bedford & Somerset RR

Inc. 7-21-1904 but no location given. Controlled by the B.&O.P.P. to purchase uncompleted road-bed of former South Pennsylvania RR in 1904. B&O never did anything with route and sold it to Penna. Turnpike in 1930s. FB&S acquired all S.Pa. except 51 miles sold to Southern Penna. Ry. & Mining Co. (Pa.PR).

BERKS COUNTY



- M.&A.Ry Mohnsville & Adamstown Ry.
- WK&SRR Wanamaker, Kempton & Southern RR
- A.Ry. Anthracite Ry
- B.M.&R. Blue Mountain & Reading RR

Anthracite Ry.

Inc. 1-18-1882 and on 8-1-1883 took over operation from Conrail of former Reading Ry. track operated by Conrail. Track owned by State of Penna.

Topton to Kutztown, Berks County, 4 miles

Pottstown, Montg. Cty to Boyertown, Berks Co., 8½ miles; later extended to Eschbach, ½ mi

Emmaus Jct., Lehigh Co. to Pennsburg, Montgomery Cty., 13 miles

DIESELS - SEE ADDENDUMS to East Greenville

Blue Mountain & Reading RR

Inc. 1983 and took over 9-1883 former Conrail line of Pa. RR from Temple (just north of Reading) to Hamburg, Berks County. Serves 6 local shippers. 12 miles

DIESELS SEE ADDENDUMS

Mohntonville & Adamstown RR

Inc. 5-29-1894 Mohntonville (Mohnton) to Adamstown, Lancaster Co., 8 miles.

Opened 1896 as a steam street railway.

Abandoned 1904-05, probably after Adamstown and Mohntonville Electric Ry built in 1904 or tract on company took it over. (Poores Manual said abandoned.) Corp. dissolved 1904.

#1 0-4-0 Baldwin 1892 12807 ex North Chicago Street Ry. #12 Steam dummy

2

0-4-4

ex N.Y. Elevated Ry (?)

Mount Penn Gravity RR

Inc. 4-26-1889 in city of Reading, 2½ miles from 19th and Perkiomen Ave. north to Egelman's Dam, then west and up to top of Mt. Penn.

Opened 9-1889 for passengers. Scenic railway.

Electrified about 1898

Foreclosed 3-8-1924 and torn up.

1 "Wm. Penn" 0-4-0 Baldwin 1889 10221 New

2 2 Tr. Shay 1890 276 New

3 " " " 277 "

Sold to Little River Lbr. Co., La.

" Gulf Pine Lbr. Co., Miss.

Wanamaker, Kempton & Southern, Inc.

Inc. 1962 to purchase abandoned 3 miles of Reading Ry. from Kempton, Berks Co. to

Wanamaker, Lehigh Co.

2 0-4-OT Porter 1920 6459 ex Colorado Fuel & Iron Co., Birdsboro

2 0-4-0 GASOLINE WHITCOMB 1939 13144 at CITY OF CINCINNATI

250 2-6-2 Baldwin 1926 59239 ex Bonhomie & Hattisburg Southern RR #250. Sold to Wolfboro

#35 DICK DIESEL 1935 PAPER RAILROADS RGT. from 1927 date RR (N.H.)

Norristown, Perks & Lehigh RR

Inc. 4-7-1832 Norristown, Montgomery Co. connection with Phila. & Norristown RR to West

Branch Perkiomen Creek, Berks Co. to Peaver Meadow RR near Northampton Boro, Lehigh Co.

Suppl. 4-15-1835 from Phila, Germantown & Norristown RR at Norristown to Lehigh River

between Allentown and Bethlehem shall use a steam engine, but instead of laying rails,

it may be constructed of stone or gravel, etc. of proper hardness

Note - Peaver Meadow was authorized to build to Allentown area but didn't.

Norristown and Mount Carbon RR

Inc. 4-6-1833 Norristown to Oley, Berks Co. to Mt. Carbon, Schuylkill Co.

Reading, Fredericksburg & Susquehanna RR

Inc. 6-16-1836 Reading, Berks Co. to Bernville to Rhersburg, Fredericksburg, Lebanon Co and then to Susquehanna River in Dauphin Co near Carson's brick house.

Hamburg, Allentown, Bethlehem & Easton RR

Inc. 3-17-1838 Hamburg to Kutztown, Allentown, Bethlehem and Easton.

With the Danville & Pottsville RR to Port Clinton (or Tuscarora and Cold Run RR) and Little

Schuylkill RR to Reading would have given a thru route to the Delaware. See R&LHS Bul. 106.

Lancaster, Lebanon & Pine Grove RR

Inc. 3-28-1846 Lancaster-Lebanon-Pine Grove Boro area.

Suppl. 4-5-1853 may be extended Morgantown, Berks Co. to Phoenixville, Chester Co. to Philadelphia.

Cornwall & Phoenixville RR. Inc. 4-21-1852. Refer to Lebanon Co.

Brandywine RR

Inc. 3-23-1854 from Delaware state line along Brandywine Creek to Coatesville, Chester Co, Springfield, and Birdsboro, Berks Co.

Colebrookdale RR

Inc. 4-15-1853 Hoyerstown to Colebrookdale Works, Berks Co. to Pottstown, Montgomery Co.

South Mountain RR

Inc. 5-5-1854 Harrisburg to Jonestown, Lebanon Co along south side of Blue Mtn. to Rehresh

burg to Hamburg, Berks Co. 55 miles. with 20 mile branch Straustown to Reading & Wil-

mington RR.

Suppl. 3-17-1859 renamed Harrisburg and Hamburg RR.

Work begun 10-3-1872 using South Mountain RR name and 4 miles opened in Lebanon County (see

Lebanon County RRs) from Jonestown to Fredericksburg before 1873 panic.

Reorg. 8-8-1893 as Blue Mountain RR

Harrisburg & Hamburg RR

Inc. 3-17-1859 as renaming of South Mountain RR. Name later changed back.

Reading and Brandywine RR. Inc. 1-2-1836. See Chester Co.

Ontelaunee RR

Inc. 10-24-1868 Moselem Furnace to Shoemakersville, Leesport area, Berks Co., 5 miles.

Farmers' RR Co. of Lancaster and Berks Counties,
Inc. 3-30-1866 Reading & Columbia RR in Ephrata Twno or East Cocalico Twnp, Lancaster Co.
to Caernarvon Twnp., Berks Co.

Hamburg & Slatington RR
Inc. 4-17-1866 Hamburg on Phila. & Rdg. RR to Slatington on L.V.RR.
Suppl. 3-2-1868 may connect with Ironton RR between Ironton and Siegersville.

Reading and Treverton RR.
Inc. 4-10-1867 Reading-Bernville-Millersburg, Tremont, Donaldson, Rausch Gap, Gratztown,
to Treverton. Berks, Schuylkill, Dauphin and Northumberland Cos.

Manufacturers and Consumers Anthracite RR
Inc. 3-23-1866 Philadelphia to Schuylkill Co.
Planned to use Allentown RR and Schuylkill Haven and Lehigh River RR.

Pennsylvania and Lehigh RR Inc. 4-3-1872. See Chester Co.

Philadelphia and New York RR
Inc. 6-29-1874 Philadelphia to Yardleyville, N.J. line, Berks Co.

Pennsylvania, Poughkeepsie & New England RR Inc. 5-6-1879. See Dauphin Co.

Pennsylvania and New England RR Inc. 5-5-1880 See Dauphin Co.

Reading and Chesapeake Coal & Ry. Co.
Inc. 3-14-1881 Reading, Berks Co. to New Holland, Lancaster Co. to Maryland at West Not-
tingham Twnp, Chester Co. and Susquehanna River to connect with RR to Perryville, 60
miles with branch from New Holland to Lancaster.

Oley Valley Ry
Inc. 10-20-1881 Monocacy to Siesholtzville, Berks Co., 16 miles

Oley Valley & Lehigh RR
Inc. 1-30-1882 Birdsboro, Berks Co. to Siesholtzville to Rittenhouse Gap, 25 miles

Reading and Lebanon RR
Inc. 8-6-1884 Reading, Berks Co. to Lebanon, Leb. Co. 30 miles

Reading and St. Lawrence RR
Inc. 7-3-1888 19th St. Reading to Black Bear Inn, Exeter, 1½ miles 3' gauge. Street Ry?

East Reading RR
8-27-1888 19th St. Reading to Black Bear Inn, Exeter, 1½ miles Std. gauge. St. Ry.?

Lebanon and Reading RR
Inc. 3-21-1890 Lebanon, Leb. Co. to Reading, 30 miles.

Reading, Lancaster & Baltimore RR
Inc. 10-30-1891 Reading to New Holland to Fulton Twnp, Lancaster Co. at county line. 52 mi.

Blue Mountain RR
Inc. 8-8-1893 as reorg. of South Mountain RR (filed 10-11-1893) in Berks, Dauphin, Lebanon
Lehigh and Northampton Counties. Reorg. 8-12-1901 as Harrisburg and South Mountain.

Pennsylvania Midland RR
Inc. 6-20-1894 Harrisburg to Hamburg and branch Stroustown to Reading, 55 miles. and br.
Hamburg to Delaware River at Portland

Kutztown and Reading RR
Inc. 9-12-1899 Kutztown to Reading, 15 miles. Name change to Kutztown and Fleetwood Ry.
1902-03. probably to be an interurban Ry.

Harrisburg and South Mountain RR
Org. 8-12-1901 as reorg. of Blue Mountain RR (filed 9-23-1901). PUC said inactive 1912

Reading, Birdsboro and Pottsville RR
Inc. 4-4-1901 Reading to Millmont and Gilbralter, 5 miles. Corp. dis. 1909-10

Reading, Fleetwood & Kutztown RR
Inc. 4-15-1901 Kutztown to Temple, 13 miles. Probably an interurban. Corp. dis. 1903-04

Kutztown and Fleetwood Ry.
Name change 1902-03 of Kutztown and Reading RR. Merged about 1903 into Kutztown Traction
Co.

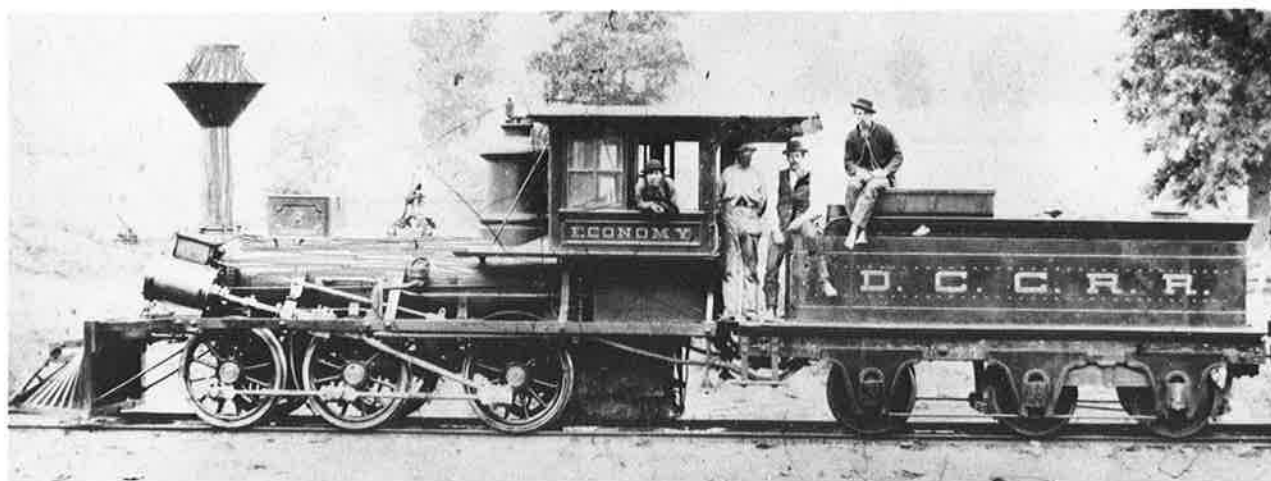
Schuylkill & Conestoga Valley RR
Inc. 8-2-1910 Brownstone, West Earl Twnp, Lanc. County to Gilbralter on Penna. RR, 30 mile

Manatawny RR
Inc. 8-9-1911 Douglassville to Spangsville, 8 miles

Amityville RR
Inc. 10-12-1916 Stowe Village, Pottsgrove Twnp, Montgomery Co. to Amityville, Berks Co.,
5 miles.

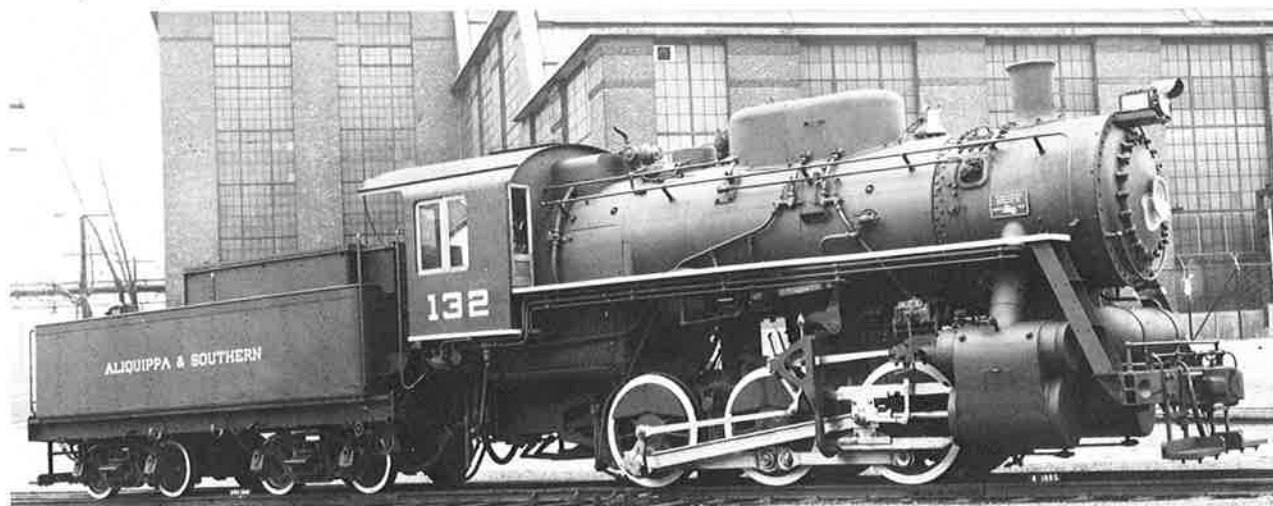
Dauphin and Berks RR
Inc. ?

P.U.C. said inactive 1912



Thomas Norrell

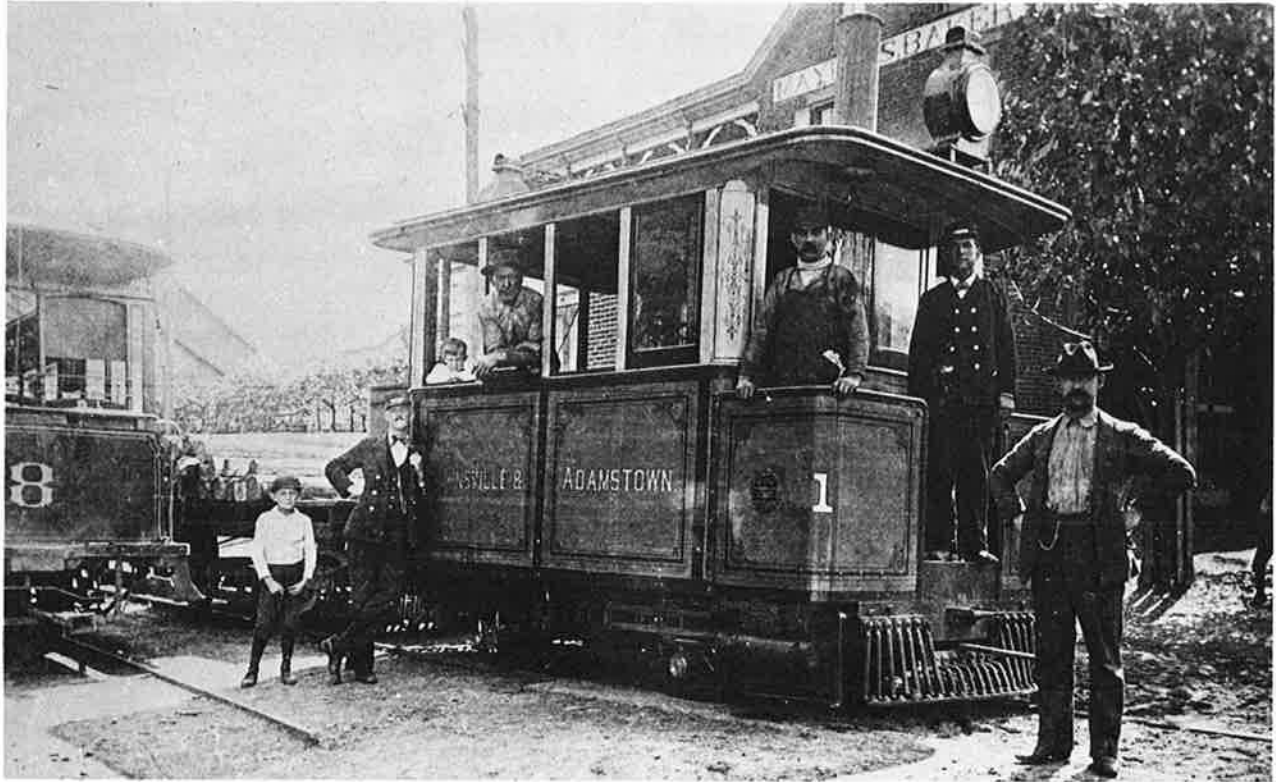
Baldwin flexible beam locomotive "Economy" of Darlington Canal Coal Railroad is believed to have been ordered by Ohio and Pennsylvania RR, c.n. 466 and named "Economy", as it was built at the same time the railroad was formed. The tender lettering is too professional for a used engine, and it is possible the O.&P. paid for the engine and then leased it to the D.C.C. which probably was short on money. The engine weighed 15 tons and had 42" drivers.



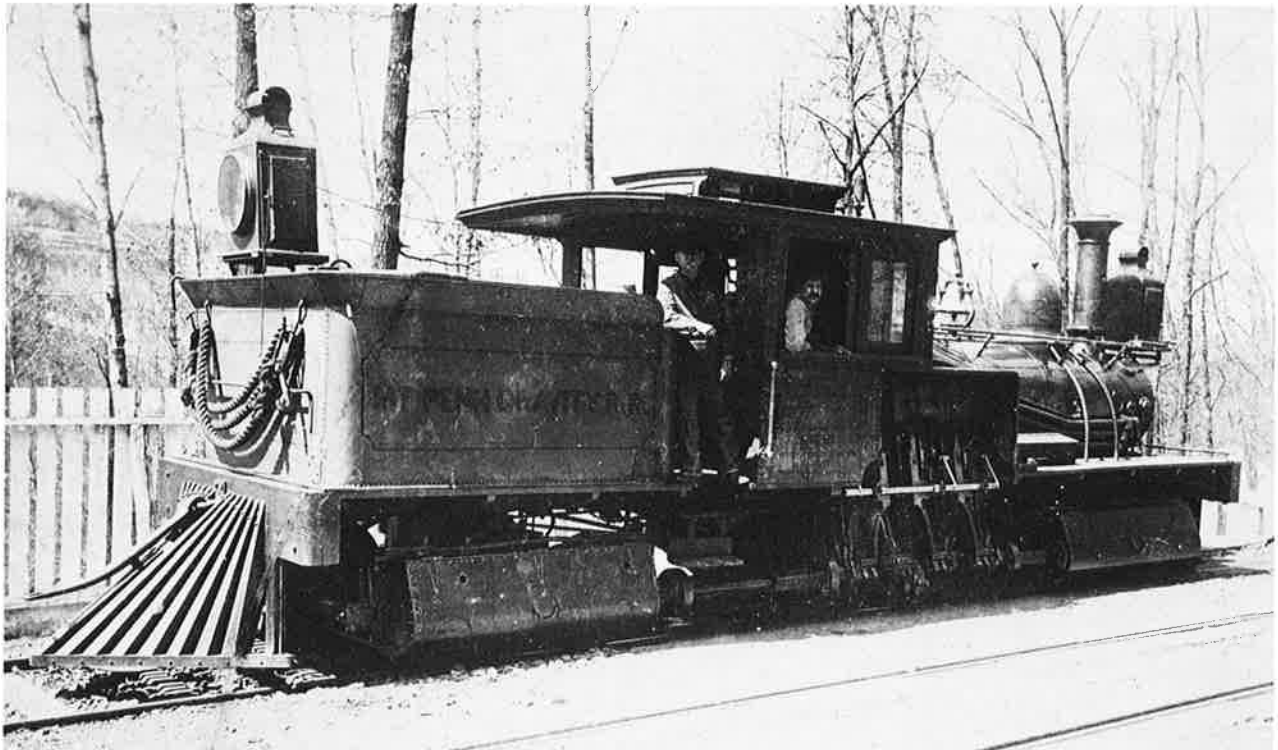
In 1946 and 1947 the A.&S. bought five 0-6-0 switchers, the last steam switchers built in the United States. The combined sand and steam dome is similar to 0-6-0s built during World War II for the government. They were intended to replace 35 year old 0-6-0s for work where the standard 0-8-0 of the A.&S. was too large. The A.&S. was a late buyer of diesels, the first not coming until 1953.



The Aliquippa and Southern was a major user of 0-8-0s, using more than any of the other steel mill railroads in the Pittsburgh area. Except for No. 200, bought in 1923, all the others were purchased at the rate of one or two a year during the Depression to replace 0-6-0s. When it came time to dieselize the husky 0-8-0s were replaced by 1200 horsepower locomotives because the standard 1000 horsepower switcher wasn't large enough.

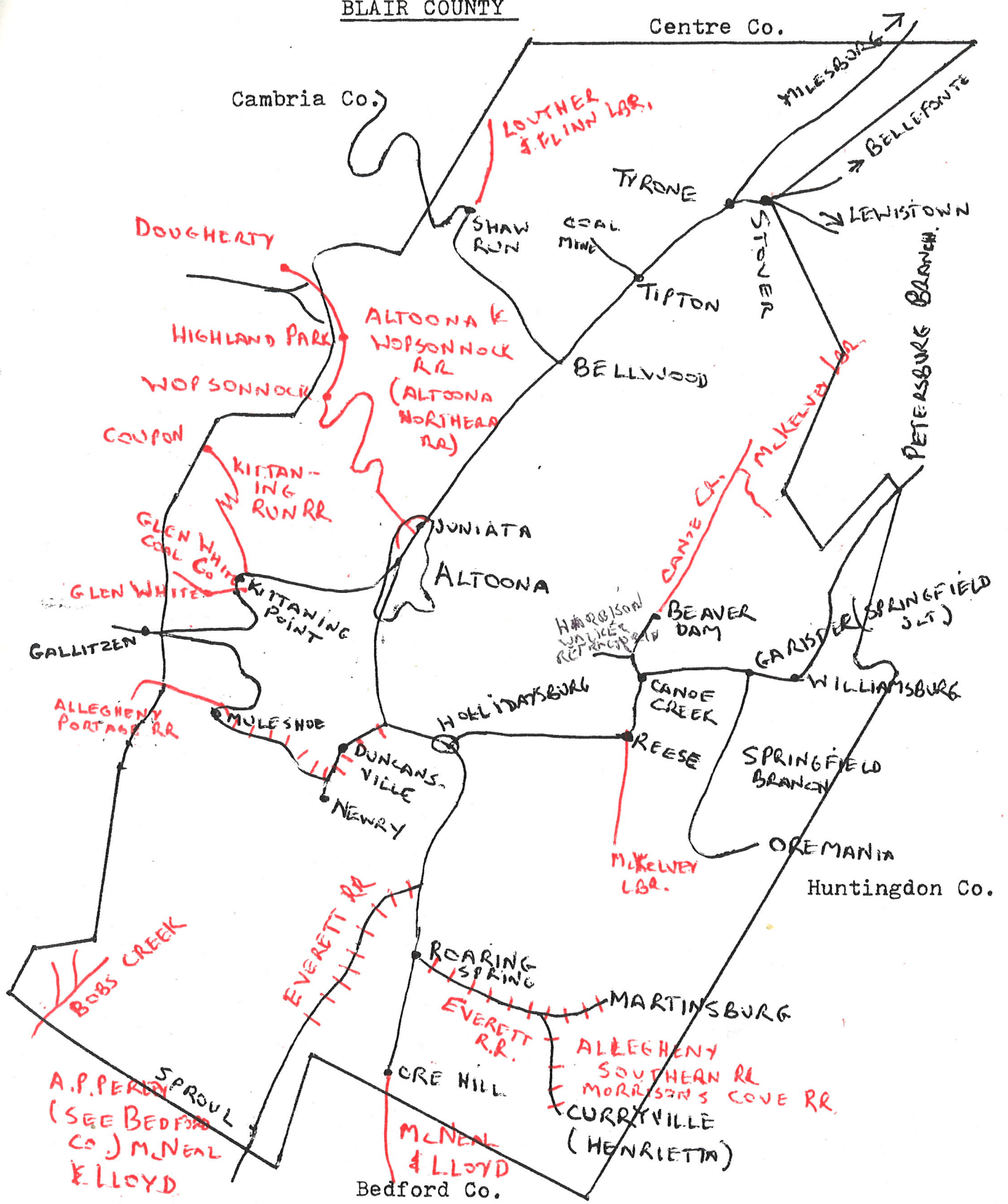


Few steam dummy locomotives operated in Pennsylvania where they were used to pull one or two light weight passenger cars on city streets or to a suburban town. The Mohnsville and Adamstown, opened in 1896, was a steam interurban railway. They purchased this steam dummy from the North Chicago Street Railway which had just been converted to electricity. The locomotive was built in 1892. The cylinders are under where the man is standing over the No. 1.



Berks County had one of two steam "interurban" railways in Pennsylvania, the other being the Youngsville and Sugar Grove Railroad in Warren County, and the only gravity railroad in Pennsylvania using a steam locomotive, which hauled cars to the top of Mt. Penn at Reading for the return trip of coasting down. There were two other gravity railroads in the state - the Mauch Chunk Switchback and the Shohola Glen Switchback in Pike County.

BLAIR COUNTY



A.P. PERKINS
 (SEE BEDFORD
 CO.) M. NEAL
 & LLOYD.

Bedford Co.

Blair County is basically mountainous with coal deposits scattered over most of it.

BLAIR COUNTY

Altoona and Wopsononock RR

Inc. 5-27-1890 Juniata, Blair Jounty to Wopsononock, 8 miles, 3 ft. gauge.

Opened 7-2-1891

Built to develop summer homes.

Locomotives - see Altoona Northern RR.

Reorg. as Altoona, Clearfield and Northern RR in 1892, Jan. 22

Altoona, Clearfield & Northern RR

Inc. 1-22-1892 as name change of Altoona & Wopsononock RR, Altoona to Wopsononock, 8 miles

Built: Wopsononock to coal mine at Daugherty, Cambria County, 5 miles in 1892. 3' ga.

Planned to connect with Altoona & Pittsburgh Connecting RR

Reorg. 4-17-1897 as Altoona & Beech Creek RR. Locomotives - see Altoona Northern RR

Altoona and Beech Creek RR

Inc. 4-17-1897 as reorg. of Altoona, Clearfield & Northern RR, Juniata to Daugherty, 13 miles, 3' gauge.

Most coal mines developed after 1900.

Locomotives - see Altoona Northern RR

Foreclosed 3-10-1910 and reorg. as Altoona, Juniata & Northern RR

Altoona and Beech Creek Terminal RR

Inc. 12-17-1898 to build 2 miles from Juniata to Altoona as an extension of Altoona and Beech Creek RR into Altoona. Juniata Jct. of A&BC RR south west to 9th St. and 15 Ave Altoona, 2 1/2 miles

Do not know what happened to the corporation. No record of merging into A&BCRR or successors. ~~See also Corp. Dissolved 1905-06. Laid Track for A. & B. C. R.R.~~

Altoona, Juniata & Northern RR

Inc. 6-4-1910 to take over Altoona & Beech Creek RR.

Reorg. 1-16-1913 as Altoona Northern RR

Altoona Northern RR

Inc. 11-7-1912 to acquire Altoona, Juniata & Northern RR
Rebuilt to standard gauge 1915 so as to haul coal from Daugherty area.

Operations discontinued July 30, 1919. Torn up 1921.

1	2-6-0	Waldwin	1877		2nd hand, bought early 1891, ex Pitts & West, RR #12
2	4-4-0	Baldwin	1876	3876	" " " " " " #11
3	4-6-0	Paldwin	1892	12675	New. Vulcan compound. Sold 1903 to Surry, Sussex & Southampton RR #2. Sc. 1929
4					
5	2-6-0	Paldwin	1901	18844	New. Acquired under order of Pittsb, Johnstown, Ebensburg & Eastern RR and its United Collieries Co. Sold 1916 after road std. gauge to Ohio River & Western RR #16, later Penna. RR #9671. Sc. 1932
6	2-6-0	Paldwin	1901	18970	New. Acq. same way as #5. Sold to Tacafo Sugar Co., Cuba #2, 1916
101	"	Juniata	1898	458	2nd hand. Ex Pa. #510, acq. 2-1916. Sold 1917, Cl. F-1a
102	"	"	1896	409	" " " " " " #3-1916 " Cuban Trading Co., Chucho Tuinucu, Cuba. Class F-1a
103	"	"	1898	547	" " " " " " Ex. Pa. #113, Cl. F-1a. Sold 1917; Acc 4-1916
#101-103 too hard on track and so replaced by geared engines.					
104	2 Tr.	Weisler	1917	1356	New. 53 tons. Sold 1919 E. H. Blane Lbr, Fulton, Miss.
105	"	"	"	1362	" " " " " " Dawkins Lbr. Co, Ashland, Ky.
106	3"Tr.	"	1918	1376	" 65 tons " " " Kendall Lbr. Co., Cheat Haven, Pa.

Note: As the Altoona & Wopsonock RR changed names, it did not renumber locomotives.

Altoona Coal & Coke Co.

Unincorporated private railroad built from Kittanning Point (Horseshoe Curve on Pa. RR) up Kittanning Run to Coupon (Delaney), 4.6 miles with 4 switchbacks. Believed built in early 1890s and wild catted cars down. Apparently bought first locomotive in 1897

Inc. 2-5-1905 as Kittanning Run RR.

7	4-6-0	Paldwin	1873	3406	ex Pa. #874, G-1, acq. 5-1885. (War is wrong or else a different company.)
1	2-8-0	Altoona	1875	303	ex Pa. #182, H-1, acq. 3-97
2	"	"	1881	524	" #457, " " 2-02
37	"	Pitts.	1883	662	" #992, " " 8-03

Kittanning Run RR

Inc. 2-5-1905 to take over private railroad of Altoona Coal & Coke Co., Kittanning Point to Delaney, 4.6 miles. Inc. to run from K.P. to Amsbry, 10 miles, but never extended. Served coal mine. During busy years of 1900s-10s handled about 30 hoppers a day. Track removed late 1917

Roster: Continued using Altoona Coal & Coke engines (all ex Pennsy 2-8-0s apparently) plus acquiring several more:

4	or 5	2-8-0	Paldwin	1888	9347	ex Pa. #1079, H-3	acq. 1-1909
6	"	"	Juniata	1891	18	" #1463, " "	8-1916

Blair Silica Brick Co.

RR not inc. Built from brick plant at Sproul to the top of the mountain, north-northeast of Sproul, 3' gauge about 3 miles in 1909 or 1910. Had 2 Climax locomotives to take cars from clay pits to brick plant and 2 Porter saddle tankers working in the pits. Railroad discontinued about 1950. Company sold out to General Refractories Co. in the 1920s (?)

1	2 Tr.	Climax	1909-10		27 tons	new
27	"	"	1913-14	1253	35	" " Sold.

Allegheny Southern RR

Inc. This company operated the Morrison Cove RR from 9-1882 to 12-

31-1984 when operation was taken over by the Everett RR - Roaring Springs to

Curryville and the spur to Martinsburg. Loco #17 ALKO 1000HP 1953 80448. Orig NKPA 79. Later Nov 2019 Wyandotte

Morrison Cove RR

Inc. and bought Conrail, former Pa. RR line, Roaring Springs to Curryville

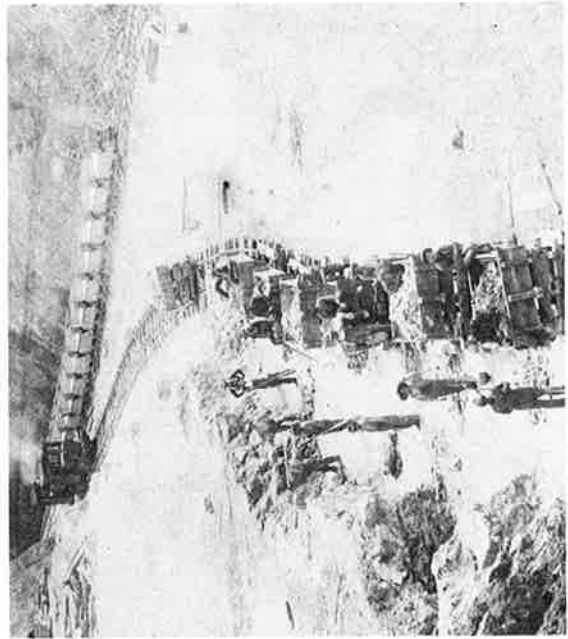
and spur to Martinsburg in 1982. Turned over operation to Allegheny Southern

RR 9-1982 and on 1-1-1985 turned over operation to Everett RR. 6.8 miles. Morrison Cove RR has not operated its line.

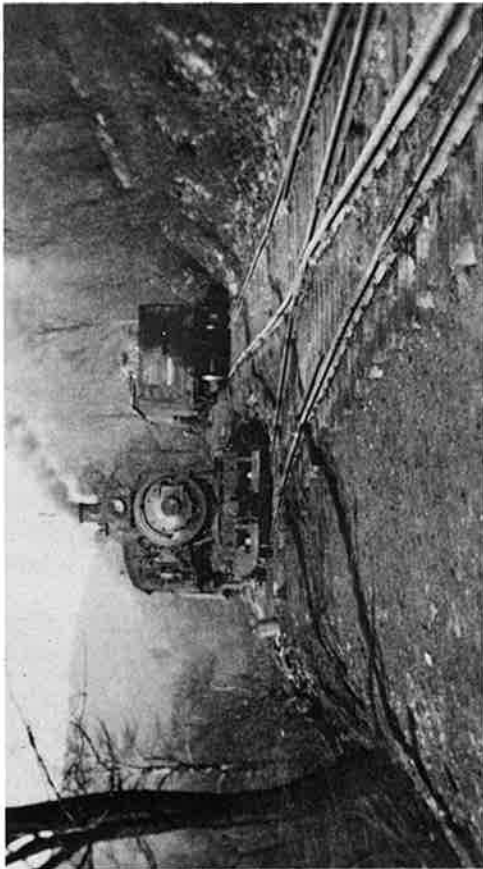
TEAM 107, ONTARIO #106-0 #107



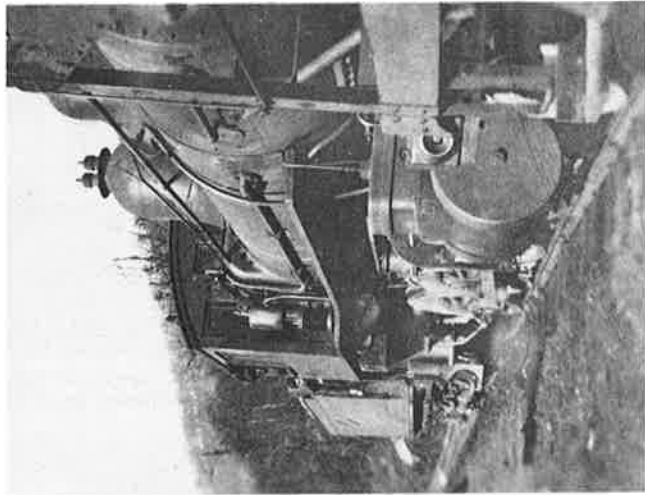
Peter S. Duncan had a large clay pit operation at Ore Hill, Blair County, from about 1895 until about 1920 using two small Porters and one Baldwin saddle tankers. This is the smaller of the two Porters. Note lack of brakes - the reverse lever was used. Duncan in 1899 bought a new Porter, c.n. 2083, 38" gauge, which is probably the other Porter.



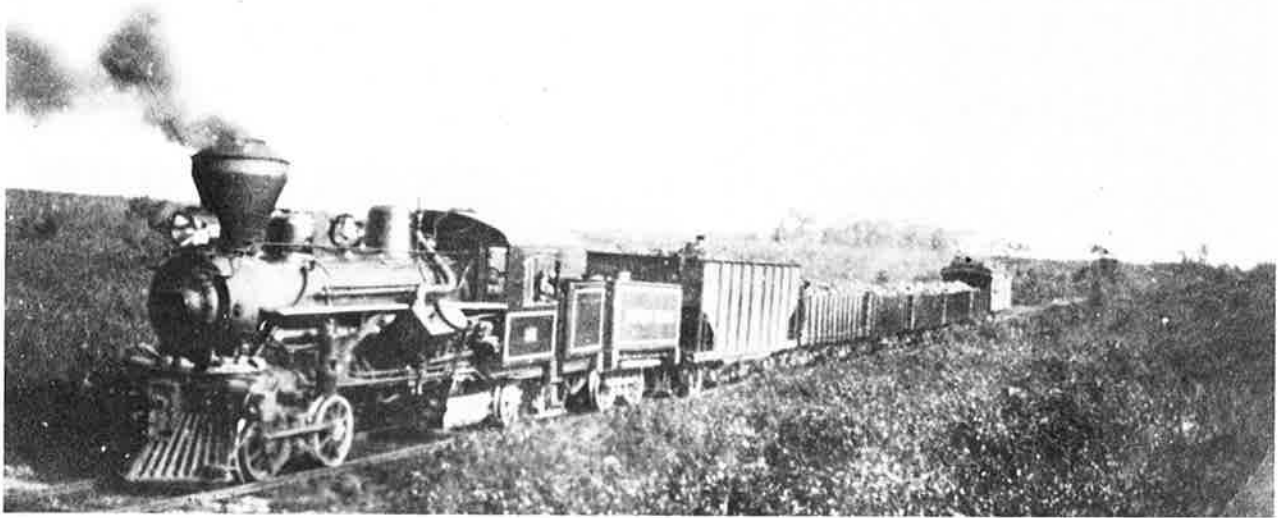
Duncan's clay pit showing clay cars being loaded by hand.



On the switchback of the Kittanning Run RR. The loaded cars were kept on the uphill side of the locomotive. The locomotive is probably No. 4 or 5, a former Pennsy class H-3, 2-8-0. When coal mining ceased during World War I, the track was removed.



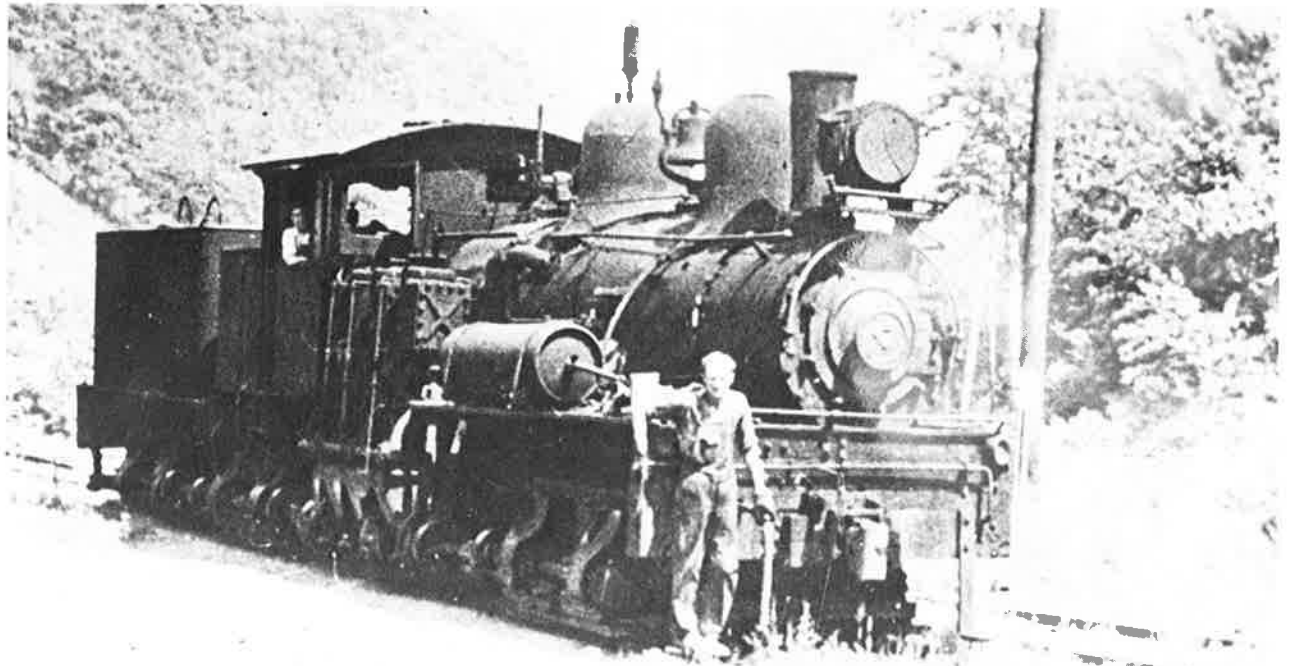
Kittanning Run Railroad No. 4 or 5.



Altoona Northern's big Heisler, No. 106 with six cars of coal and a combination car for the crew. Photographed in 1918, the old 30 ton capacity wooden Pennsylvania Railroad gondolas as still in use.



The narrow gauge Climax No. 2 of General Refractories Co. at Sproul, switches a string of mine cars at the brick plant probably during the early 1930s. They continued to use their railroad until about 1950. Walter Casler



Glen White Coal Co's Shay was acquired during the 1930s and used until closure during World War II to bring cars of clay down to the Pennsylvania Railroad at Kittanning Point.

Everett RR

See Bedford Co. Took over from Conrail Brooks Mills to Sproul operation and ownership Roaring Springs east to Martinsburg and Curryville. SEE ADDENDA #5 FOR LEGS.

General Refractories Co.

Had brick plants and RRs from clay pits to plants. Acquired Blair Silica Sand Co. at Sproul in 1920s?

Glen White Coal Co. (L.R.C.)

Not inc. from Kittanning Point to Glen White, 2 miles, std.g. and from there 1 1/2 miles to clay pits almost to Cambria Co. in 1920s. Coal played out in 1920s. Tipple and coke ovens at Glen White. Had 36" gauge RR from tipple to planes where coal came down, using 0-4-0 on this track. Torn up about 1943

#1 0-4-0 Altoona 1886 1068 Ex Pa.RR #770, cl. A-2, acq. 10-1902

#2 " " 1900 2103 " 1502 " A-3, " 11-1902

? " Porter 1903 2885 New, 36" gauge

MAYBE 2 3 Tr. Shay 1916 2883 Ex Sligo Furnace Co., Missouri. 70 tons, acq. ? Sc. 1948

Glen White Coal & Lbr. Co.

Nothing known about company except bought 0-4-0 "Irene" Baldwin 1879 c.n. 4680 New.

Louther & Flynn, Ltd. (or Lowther)

Not inc. log RR built 1882 from Bells Gap RR on Shaw Run 7 miles using strap rail. Aband. pr. 1900. 36" gauge. Loco: #1 0-4-0T Porter 1882 c.n. 511 New.

McKelvy Bros. Lbr. Co.

Not inc. log. RR from Reese southeast into Locke Mtn. 36" gauge. Built 1913 and torn up about 1918 when company consolidated operations at Canoe Creek.

#1 2 Tr. Shay 1913 c.n. 2663 24 tons New. Transferred to Canoe Creek

? Cl. B Climax 25 " ex Ohiopyle Lbr. Co, Fayette Co. Sold to M.E.McNeal, Ore Hill, Blair Co.

McKelvy Bros. Lbr. Co.

Not inc. log. RR built from Moore's Mill on Canoe Creek, 14 miles, 36" gauge, up Canoe Creek into Yellow Spring. Built about 1916 and torn up about 1926.

#1 2 Tr. Shay 1913 c.n. 2663 24 tons Transferred from Reese, Blair Co.

2 " " 1920 " 3128 35 " New. Transferred to Rockhill Furnace, Huntingdon Co.

McNeal & Lloyd (M.E.McNeal)

Not inc. log. RR for mine props from Bedford Co. Built from Ore Hill south 10-12 miles in 1916 to Woodbury and Maria. Torn up 1926-27. 36" gauge.

#2 2 tr. Shay 1916 2859 13 tons New. Sold to Egolf Mining Co., Windber, Pa

- Cl. A Climax 25 " ex McNitt-Huyett Lbr, Waddle, Centre Co. Wrecked

- Cl. B " 30 " ex McKelvey Bros, Reese, Blair Co. Sc./Sold?

3 " B " 1920 30 " New. Transferred to Central City, Somerset Co. operation.

Paper Railroads

Lewisburg, Penns Valley & Hollidaysburg RR

Inc. 4-1-1836 Lewisburg-Buffalo Valley- Penn's Valley to eastern end of Allegheny and Portage RR. Union, Centre and Blair Co.s

Lock Haven & Tyrone RR Inc. 2-26-1853 See Clinton Co.

Allegheny RR & Coal Co.

Inc. 4-21-1854 Allegheny Mtn. in Blair Co. to Penna. Canal at Hollidaysburg or Allegheny and Portage RR and extend into Clearfield Co.

Moshannon Coal & Iron Co.

Inc. 3-11-1855 to hold 1000 acres in Blair and Centre counties and build a RR to the Penna. RR

Antis Coal & Iron Co.

Inc. 3-17-1865 to hold coal land in Blair, Cambria or adjacent county and build a RR to Bell's Mills Station on Penna. RR.

Morrison's Cove RR. Inc. 3-2-1867. See Bedford County

Juniata RR

Inc. 4-15-1869 Hollidaysburg to Frankenstein Br. of Juniata River to Williamsburg, Blair Co.

Franklin & Clearfield RR Inc. 7-5-1881 See Franklin County

Seaboard, Pittsburgh & Great Western Ry. Inc 9-27-1881 See Franklin Co.

Delaware Water Gap and South Western RR Inc. 11-6-1883 See Bedford County

Pennsylvania & West Virginia RR Inc. 11-23-1889 See Bedford Co.

Beech Creek, Altoona & South Western RR

Inc. 8-1-1894 Walkers, Cambria Co. to Ore Hill to connect with Altoona Short Line RR.

Altoona Short Line RR Inc. 12-24-1891 See Bedford Co.

Altoona & Bedford County RR Inc. 9-25-1909. See Blair Co.

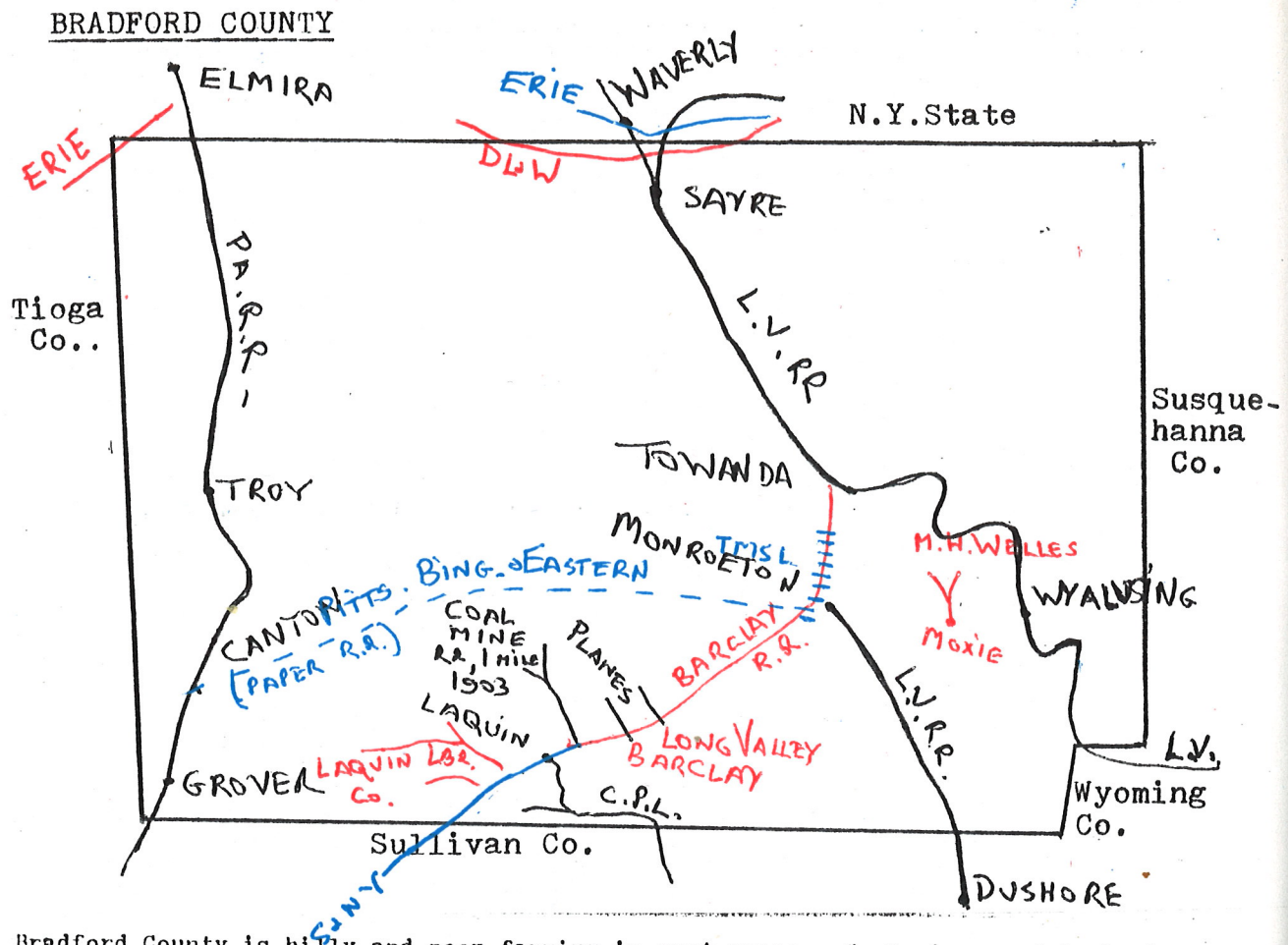
Altoona Terminal RR

Inc. 3-22-1903 Altoona to Cross Keys on road from Altoona to Dumcansville, 4 miles. Corp. dis. 1914

Huntingdon & Hollidaysburg RR

Inc. 7-2-1839 near Hollidaysburg on Allegheny Portage RR down Little Juniata River to Huntingdon on canal.

VULCAN 0-4-0T 754 1905
ACQ. 1930 42" gauge?
VULCAN 0-4-0T 2152, 1913
ACQ. 1931 36" gauge



Bradford County is hilly and poor farming in most areas. Coal mines and lumbering in the Barclay area was the only major source of railroad business in the county.

Barclay R.R. & Coal Co.

Inc. 4-3-1854 as renaming of Towanda and Franklin RR. To hold 2000 acres of land in Bradford County and build a railroad down Towanda Creek to the canal and North Pennsylvania RR at Towanda.

Opened 10-29-1856 Towanda to Barclay, 16 miles. Leased 1-31-1868 to Towanda Coal Co. for 20 years. Reorganized 9-24-1891 as the Barclay RR.

Two coal mines on top of the mountain at Long Valley and Barclay had planes down to the railroad. By 1890 coal mining had diminished considerably.

Locomotives: The first two were bought by the Barclay Iron Co. which must have been some form of a subsidiary. They were used by the coal company. The Towanda Coal Co. was controlled by the Erie RR and several locomotives were purchased thru the Erie for the Barclay RR.

No.	Name	Type	Builder	Date	C.N.	Wt. Ton	
1	Towanda	0-6-0	Baldwin	1856	701	15	
2	Philadelphia	0-8-0	"	1857	749	25	
1	Towanda	0-4-2	Brooks	1876	240		Possibly sold by 1891. In 1902 acqd by Central Penna. Lbr.Co. #59
2		0-4-2	"	1881	570		Possibly sold by 1891. About 1896 acq. by Lackawanna Lbr.Co.#6, Potter Co.
3	Barclay	0-6-0	Baldwin	1864	1237	20	
4	Greenwood	4-6-0	"	1866	1483	25	in use in 1890s
5	Lamoka	4-6-0	"	1869	1814	25	
6	Waverly	4-4-0	Brooks	1871	49		in use in 1890s

Barclay RR

Inc. 9-24-1891 as reorg. of Barclay RR & Coal Co., Towanda to Barclay. Coal mining had largely been exhausted when flood 12-4-1901 closed the railroad. Sold March 1902 to the Susquehanna and New York RR as an outlet for lumber.

Locomotives: Barclay RR & Coal Co. had 6 locos in 1889 and 4 in 1890/91. In 1891 the Barclay RR acquired 2 and in 1893 was listed as having 5, probably the 6 listed above and two new engines acquired in 1891:

#1 0-6-0 Baldwin 1891 11858 Became S&NY #101 in 1902

2 2-6-0 " " 12129 Became Central Penna.Lbr.#102, 1903 and later #55.

These two engines named James MacFarlane and Gen. John A. Hill.

Towanda and Franklin RR

Inc. 4-9-1853 Franklin and Monroe Twnps to Towanda. Not built. Renamed 4-3-1854 as Barclay RR and Coal Co.

Susquehanna and New York RR

Inc. 5-24-1902 as merger of Barclay RR and Binghamton, Towanda and Western RR. The Union Tanning Co. purchased the Barclay RR in March 1902, 16 miles, and constructed Barclay to Marsh Hill, 41 miles with 2 mile branch to Ralston and 6 mile line to Grays Run^{Sta} to serve a saw mill. Had freight yard at Williamsport at west end of present yard in Newberry, Williamsport. Built a half mile track on west side of Lycoming Creek from Wmpt. & Elmira bridge over the creek down to Phila. & Erie east-west main line track (aband. 1983, track removed 198 .) Had trackage rights over Pa. RR from Marsha Hill to Newberry.

Completed and opened 1904. Initially a lumber road for saw mills at Laquin and Grays Run and in 1908 Masten. Later hauled soft coal for Lehigh Valley locomotives. Aband. 5-23-1942 except Monroeton to Towanda, 5 miles, sold to L.V.RR

Bought logging railroad from Grays Run Sta. to Grays Run in 1903, 6 miles. ^{GRAYS RUN RR} Had 2 mile branch at Carbon Run coal mine near Barclay in 1903 but soon removed.

Locomotives:

No.	Date	Type	Year	Weight	Notes	Disposition
101					believed to have been Barclay RR #1, 0-6-0, acq. 1902 and sold soon after.	
102	0-4-0T	Baldwin	1879	4767	ex Standard Oil Co.	Sold to Elk Tanning Co., Powell, Pa.
103	2-8-0	Renovo	1882		ex Keystone Lbr. Co.	Sc. 1912 about C1. H-1
104	2-8-0	Altoona	1880	444	ex Keystone Lbr. Co.	Sc. 1912 about C1-H-1
105	4-4-0				ex Pa. RR, acq. 1903	Sc. Class A-1
106	4-4-0				ex Pa. RR, acq. 1903	Sc. 1922
107	2-6-0	Dickson	1888	630	ex Del. & Hud. #157, acq. 1905	Sc. 1922
108	2-6-0	Dickson	1904	29,516	New	Sold Tionesta Valley RR #20, 1926
109	2-6-0	Schen.	1902	25,050	ex N.Y.C. #1421, acq. 1912.	Sold Wichita Falls Sc.
109	3 tr.	Shay	1903	792	ex Elk Tanning Co.	Sold C.P.L.Co. #65, 1913
110	3 Tr.	Shay	1903	763	New	Sold C.P.L.Co. #64, 1913
111	2-8-0	Baldwin	1904	24,481	New	Sold C.P.L.Co. #67, 1913
112	"	"	1906	27,270	New	Sold C.P.L.Co. #69, 1913
113	4-4-0	"	1907	32,130	New	Sc. 1934
114	2-8-0	"	"	32,123	"	Sc. 1942
115	"	"	1913	39,037	"	Sold 1942 NAVAL ADV. BASE DEPOT #3
116	3 Tr.	Climax	"	1195	"	Sold C.P.L.Co. #68, 1913
116	2-8-0	Baldwin	1916	44,835	"	Sold 1942 MERIDIAN-SIBBOE RIVER
117	"	Schen.	1900	5490	ex N.Y.C. #1748, acq. 1926	Sc. 1942
118	"	"	1903	27,138	" #2699 "	Sc. 1942
119	4-6-0	Baldwin	1921	55,031	" Huntingdon & Broad Ton Mtn. # 35, acq. 1934	Sold Clarion River RR #119, 1942

Binghamton, Towanda & Western RR

Inc. 1-27-1902 Ralston to N.Y. State near Coconut, Susquehanna County. Charter sold to Union Tanning Co. early 1902 and company merged with Barclay RR to form S.&N.Y. Not track laid.

Laquin Lbr. Co.

Not Inc. Built logging RR at Laquin up Little Schrader Creek and McCraney Run.

No.	Date	Type	Year	Weight	Notes	Disposition
					Torn up 1912 and equipment sold to Central Penna. Lbr. Co.	
1		C1. B Climax	1902	50 tons	New	Disposition unknown
2	"	"	"	"	"	"
3	3 Tr.	Shay	1904	932 70	"	Sold C.P.L.Co. #66, 1913
4	"	"	1909	2178 90	"	Sold Wallapowa Falls Lbr. Co. 1913
5	"	"	1908	2083 80	"	Sold North Western Lbr. Co., Kerristan, Wash 1913
12	2-4-2T	Porter			Barclay Bros. #12, Sinnemahoning, Pa.	Disposition unknown

Central Pennsylvania Lbr. Co.

Took over saw mill of Laquin Lbr. Co. at Laquin.

Built 1913 from Ellenton, Sullivan Co into Rock Run, Lyc. Co., Torn up 1918

Built 1918 from Ricketts, Wyoming Co. down Stony Br. to Memhoopany Cr. Torn up 1921

Built 1921 Laquin up Sugar Run to Mollview and south. Torn up 1925.

Locomotives: See Lycoming County

Keystone Lbr. Co. - see Lycoming Co.

Grays Run RR - see Lycoming Co.

Thomas E. Proctor Lbr - see Lycoming Co.

Welles, M. H. & G.H., Lbr. Co.

Not Inc.

Built at confluence Sugar Run and North Br. of Sugar Run, 3 miles west of Wyalusing at Moxie a railroad up both runs to New Era, 3 or 4 miles, built 1895.

Torn up 1902-03

Locomotive: vertical boiler locomotive bought 1895 and sold or scrapped about 1902.

Towanda-Monroeton Shippers Lifeline RR

Inc. 5-9-1974 and took over 5 miles from Monroeton to 1½ miles from jct. with former Lehigh Valley main line at Towanda. (This piece of track acquired from Con-rail in 1987. Serves feed/grain/fertilizer company and lumber millwork customer. Track was rehabilitated by federal grant money after 1972 flood knocked out the line south to Dushore.

#26 Emp 1939 #909 606 #1 Con-tow RR #26, later McBrack
Rail 26 gravel #26.

52. Bradford County Paper Railroads

Susquehanna RR

Inc. 4-9-1833 Nanticoke Pool (canal basin), Luzerne Co. to N.Y. State. Suppl. 4-12-1859 Start at East or west Pittston, up Susq. River to N.Y. State thru Bradford Co

Catawissa & Towanda RR

Inc. 4-1-1836 Catawissa, Columbia Co. via Fishing Cr and Little Pine Cr in Columbia and Luzerne Cos. to Towanda. Cross Susquehanna River at Nescopeck.

Towanda & Franklin RR

Inc. 4-2-1836 Towanda to Franklin Twnp coal mines and to Williamsport & Elmira RR.

Athens & Ithaca RR

Inc. 3-17-1838 canal basin at Athens to N.Y. State.

Towanda RR & Coal Co.

Inc. 6-12-1839 Towanda at canal to Franklin Twnp coal lands

Bradford RR & Coal Co.

Inc. 5-28-1840 Towanda to Franklin & Monroe Twnp coal lands. Suppl. 5-6-1857 build RR from mines to Barclay RR and extend to Shrader Cr. (Not known if built.) 1-2 mi.

North Branch RR

Inc. 4-22-1846 Towanda to Franklin and Monroe Twnp coal lands.

Canton & Athens RR

Inc. 3-24-1851. Not listed in Acts of Legislature. Probably didn't pay filing tax. Suppl. 4-18-1853. Construct branches to Franklin & Monroe Twnp coal mines and build a branch to DL&N RR in Susquehanna or Wyoming County. Suppl. 2-27-1854 lists location - Towanda to state line east of Susq. River, Bradford or Susq. Cos.

Catawissa & Towanda RR

Inc. 2-6-1852 Catawissa up Fishing Creek, thr Sullivan and Bradford Cos to NY&Erie RR. (apparently reinc. of 4-1-1836 RR.)

Towanda RR

Inc. 3-4-1863 from Barclay RR between 5th & 8th mile posts from Towanda to Elmira & Williamsport RR

Bradford County RR

Inc. 3-9-1866 Towanda to Elmira & Williamsport RR

Wyalusing RR

Inc. 12-29-1871 from canal at Wyalusing 10 miles to forks of Wyalusing Cr., Susq. Co.

Raven Run Coal & Iron Co.

Inc. 3-23-1872 from Barclay RR or Sullivan & Erie RR near Monroe to their coal lands in Bradford Co.

Bradford RR

Inc. 4-10-1873 Canton or Granville Summit to N.Y. State east of Litchfield Twnp.

Binghamton & Williamsport RR

Inc. 10-1882 in New York. Loyalsock Creek, Montoursville to Dushore; Sugar Run, Wyalusing, Wyalusing Cr. to state line to Binghamton, 100 miles

Williamsport & State Line RR

Inc. 11-6-1882 Williamsport to state line going to Binghamton.

Williamsport & Northeastern RR

Inc. 10-20-1886 Williamsport to Binghamton. Merged 12-22-1887 with Binghamton & Southwestern RR (NY State) to form Williamsport & Binghamton RR, 120 miles

Williamsport & Binghamton RR

Inc. 12-22-1887 as merger of Williamsport & N.E. RR and Binghamton & S.W. RR

Athens & South Waverly RR

Inc. 3-14-1894 Athens to South Waverly, 4 miles.

Binghamton, Pennsylvania & Southern RR

Inc. 5-29-1894 from Binghamton & State Line RR at state line to Wyalusing, 32 miles

Pittsburgh, Binghamton & Eastern RR

Inc. 6-1-1900 state line in Susquehanna Co. to borough of Monroe (Monroeton), 30 mi. Canton & Wellsboro RR (Canton to Ansonia) merged 8-20-1900.

Bradford Central RR (Canton to Monroe) merged 8-28-1900.

Binghamton & Southern RR (NY State) merged 5-17-1904.

Susquehanna Central Ry (Clearfield to Queen Run, Clinton Co.) merged 9-14-1906

Tioga & Clinton RR (Morris, Tioga Co. to Chapman Twnp, Clinton Co.) merged 9-14-1906
This was the most extensive paper railroad in Penna., intended to haul soft coal from Clearfield Co. to New England. RR was partly graded between Canton and Monroeton but no track laid although bought 6 new locos and 2 used. Bankrupt Sept. 1908 and foreclosed 1910.

#20-22 4-6-0 Rhode Island 1906 41519-21. Sold to Bangor & Aroostock RR #140-142
50-52 2-8-0 " 1907 41522-24 " " " 170-172

Two of these shipped to B&A in late 1907, others in 1908.

? 4-4-0 Cooke 1871 ex DL&WRR #459, acq. 4-1908. Sold 3-1909 Gulf, Texas & West. RR

? " Kingston Shop 1892 ex DL&W #480 acq. 4-08. " " " "

Canton & Wellsboro RR

Inc. 7-19-1900 Canton to Ansonia, 40 mi. Merged 8-20-1900 into PB&E RR

Bradford Central RR

Inc. 5-7-1896 Canton to Monroeton, 20 mi. Merged 8-28-1900 into PB&E.

Binghamton & Southern RR

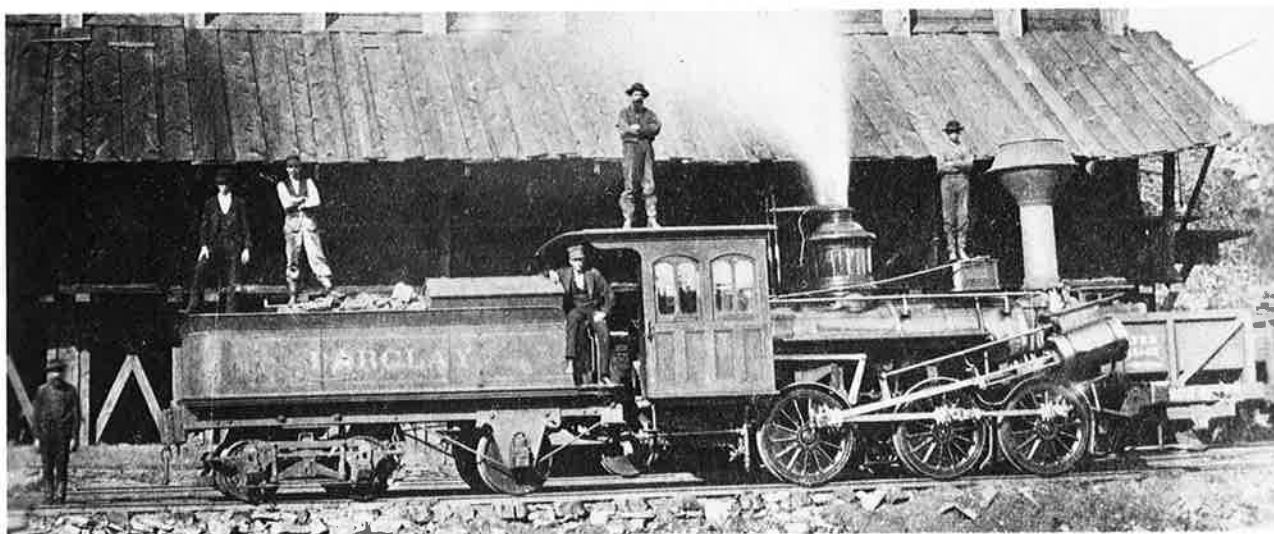
Inc. in N.Y. State. Binghamton to state line, merged into PB&E 5-17-1904.

Tioga & Clinton RR

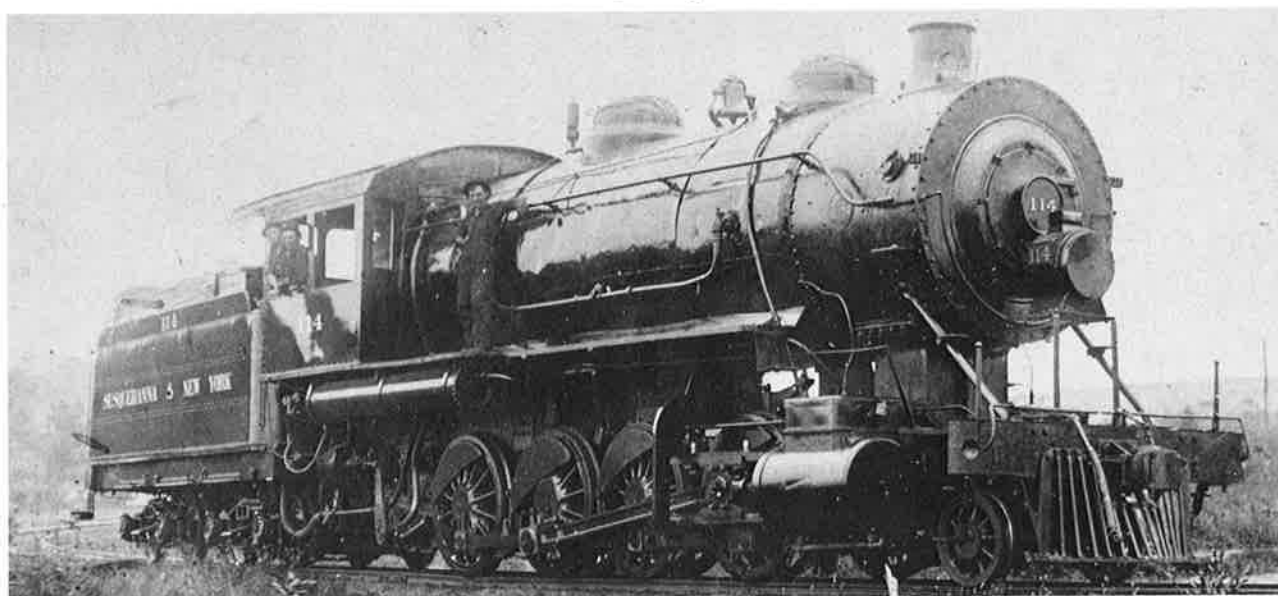
Inc. 3-29-1906 Morris. Tioga Co. to Chapman Twnp, Clinton Co., 30 mi. Merged 9-14-1906 into PB&E

Susquehanna Central Ry.

Inc. 1-16-1906 Clearfield & Mahoning Ry at Clearfield to Phila & Erie RR at Queen Run, Clinton Co., 100 miles. Merged 9-14-1906 into PB&E RR



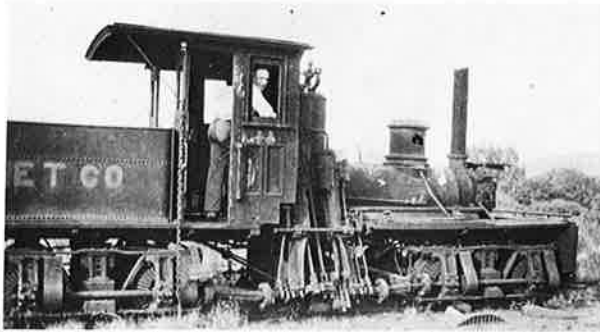
Barclay Railroad's #3, a 20 ton flexible beam locomotive built in 1864, at the coal loading point. Behind it are several Lehigh Valley empty coal jimmies. The picture was taken in the 1880s. Originally the engine had three separate axles under the tender, but the rear two have been replaced by a former passenger car or tender truck.



When the Susquehanna and New York R.R. purchased several new locomotives, they specified that the headlight be mounted low so as to increase visibility in fog. No. 114 was built in 1907 and this picture was taken in that year or about four years later when the engine was shopped for new flues and repainted. Soon after, the headlight was placed on top of the smokebox.



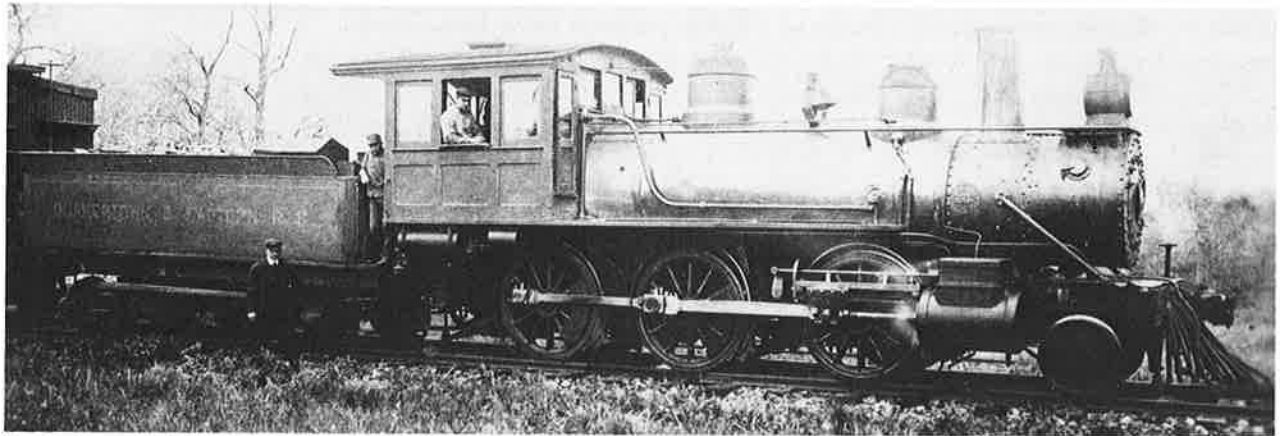
The Pittsburgh, Binghamton and Eastern R.R. began construction on a line between Monroeton and Canton as part of a planned longer railroad. Six new locomotives were purchased in 1906 and 1907, but were resold to the Bangor and Aroostock a year later when construction halted. No track was laid on the finished roadbed. Two old former Lackawanna Railroad engines were then purchased in 1908, but they, also, were resold in 1909. No. 21 was one of three 4-6-0s built by Rhode Island in 1906, for the railroad.



Most tanneries had a second hand locomotive to switch cars of bark, hides, leather, and fleshings destined for the glue factory. Old geared engines and former New York elevated railway locomotives were preferred. At Powell, Bradford County, the Elk Tanning Company used this ancient ten ton Shay. The picture was taken in 1930 long after it had run its last mile. The engine is numbered 11, but its origin is uncertain even though Lima built few engines this small, which should make it easier to trace.



Pennsylvania at one time had iron furnaces located in about half the state. By 1900 the original stone furnaces, which still dot the landscape, were no longer used. Second generation furnaces were found at fewer locations, and those that were not modernized into the large steel mills of the third generation were largely out of existence by 1920. Among these were furnaces at Emporium, Bellefonte, and Durham in Bucks County. The latter had been the reason for the construction of the Quakertown and Eastern Railroad. This picture shows that furnace and its old Baldwin switcher with a slag car. The furnace closed in 1908.



Quakertown and Eastern R.R. second No. 1, acquired in late 1903, was built by Baldwin to a design of the early 1890s. The Q. & E. had a very precarious life having been built primarily to serve the Durham iron furnace and some agriculture. With the furnace failing and shutting down initially in 1906 and permanently in 1908 the railroad did likewise, selling No. 1 in 1907. The railroad was reorganized, but shut down again in 1915, and again was reorganized, finally giving up in 1936.



The Q. & B. was organized in 1916 from the former Quakertown and Eastern R.R. and bought this engine to run the railroad. The tank engine was inadequate for the 15 mile railroad and in 1918 a 4-6-0 was acquired. Disposition of the "B.F.Hottel" is unknown.

Binghamton and Southern RR

Inc. 11-24-1902 Binghamton to Williamsport at Choconut Creek on state line, 100 miles.
 (intended to build down Loyalsock although that not stated in inc. papers)
 Reorg. 8-1-1904 as New York, Pennsylvania & South Western RR

New York, Pennsylvania & South Western RR

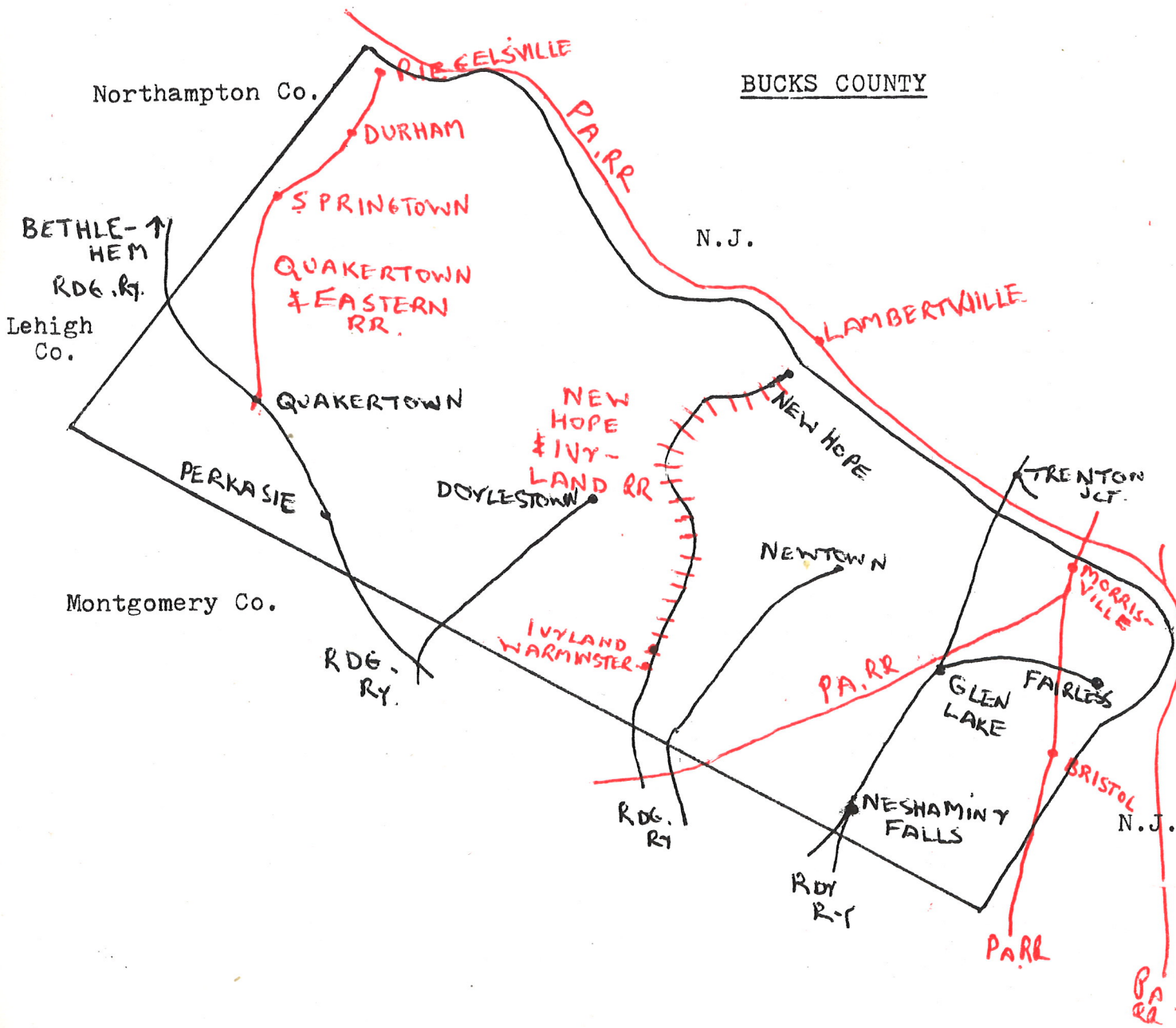
Org. 8-1-1904 as reorg. of Binghamton & Southern RR (of Pa.), Binghamton to Williamsport.
 now being built by Northern Construction and Improvement Co., Oct. 1904.
 (could find no record of this company or B&S merging into the Pitts. Bng. & Eastern.

Nichols, Rome & LeRaysville RR

Inc. 4-29-1903 N.Y. state line at Windham Twp, Bradford Co. to LeRaysville, 16 miles.
 Corp dissolved 1905-06.

Pennsylvania & Southwestern Ry.

Inc. 7-22-1912 Canton, Bradford Co. to Oregon Hill, Lycoming Co. 30 miles



56. BUCKS COUNTY

New Hope and Ivyland RR

Inc. and acquired Reading RR line from Ivyland to New Hope for running tourist passenger trains and some freight business. *FAL. began 6-18-66; Pass July 1966. 16.7 miles*

SEE ADDENDA #5

RECEIVERSHIP 6-5-1970 To 6-1-1979 when sold. No name change.

Pennsylvania Eastern RR

Inc. 5-24-06 and leased the Quakertown and Eastern RR. Only ran a few months in 1907 and shut down. Used Q.&E. locomotives. Intended also to build Springtown on Q&E into Springtown, 1 mile.

Quakertown and Eastern RR

Inc. 7-6-1896 Quakertown to Riegelsville, 15 miles. To serve farming and the Durham Iron Furnace.

Built to Springtown, 9.4 miles 8-18-1898; to Durham, 3 miles 10-16-1899 and to Riegelsville 2.5 miles Aug. 1901.

Leased to Pennsylvania Eastern RR in 1907 and operated briefly; shut down. Durham furnace shut down 1908, June 29. (had temporarily closed in 1906). Had its own engine, 0-4-OT, ex Reorganized 6-20-1911 as Quakertown and Delaware River RR North Penn RR (Rdg.Ry.)

Locomotives:

Used rented Reading locomotives until 1903

1	2-6-0	Baldwin/1903	21594	New	Resold	Norwood and St. Lawrence RR #205, 1903
1	"	" 11/ "	23256	"	"	Ocean Shore RR #34, 1907

First No. 1 was too heavy for the track.

Quakertown and Delaware River RR

Inc. 6-20-1911 and took over Quakertown and Eastern RR which had closed in 1907, Quakertown to Riegelsville. Closed briefly in 1915. Served agriculture and milk traffic Foreclosed 7-7-1916 and reorganized as Quakertown and Bethlehem RR

Locomotives:

Acquired 2 second hand, one of which was found at the Durham furnace -

?	0-4-OT	Reading	built 1884	as #85	ex Reading Ry.	#1214, acq. 1911 *
?	0-6-0				ex Durham Iron Furnace Co.,	acq. 1911

* Had been sold by the Reading in 1905 (to the Durham Iron Furnace Co. ?)
Both locomotives probably disposed late 1916.

Quakertown and Bethlehem RR

Inc. 8-8-1916 as reorg. of Quakertown and Delaware River RR

Served agriculture needs until 1930 when stone quarry opened at Riegelsville.

Op. discontinued Dec. 1936 and track removed 1939. I.C.C. authorized aband. 6-14-1937

Locomotives:

Briefly used Q.&D.R. engines until #1 purchased.

1	0-4-OT	Cooke	56176	Dec. 1916	New
---	--------	-------	-------	-----------	-----

also on the property at same time was National Slag Co. #4. They may have been selling

the slag at Durham Furnace Co. At about same time they bought two Baldwin 0-6-0s, Nos. 1 and 3, probably for use at some other location.

National Slag #4 0-4-OT Cooke 56177 Dec. 1916 New (identical to Q&E #1)

Because saddle tank engine unsuitable for the 15 mile run the #1 was sold to unknown buyer. National Slag probably transferred the #4 when work at Durham finished.

#470	4-6-0	Reading	1876	Rebuilt to camelback (orig. Norris built 1865 for Rdg. #168, "Natchez" 48" drivers. Acq. Aug. 1918
------	-------	---------	------	--

22	2-6-0			Ex. Ironton RR #22, acq. 1923
----	-------	--	--	-------------------------------

When the quarry opened in 1930 the heavy freight traffic required larger engines.

#49	0-6-0	Brooks	1901	3875	ex Union Ry. #49, acq. 1930. Sc. 1939.
51	"	"	1902	26309	" " #51 " "

Paper Railroads

Susquehanna & Delaware Canal & RR Co. Inc. 4-3-1826. See Luzerne Co.

Bristol & Newtown RR

Inc. 3-22-1836 Newtown, Bucks County, to Bristol to connect with Phil & Trenton RR

New Hope, Doylestown & Norristown RR

Inc. 3-23-1836 Norristown or from contemplated RR from Norristown to Allentown at or near New Hope to Doylestown to the Delaware River at New Hope. (Acts gave New Hope at both ends, one is in error.)

Suppl. 4-14-1853 construct branches not exceeding 5 miles to lime quarries in Bucks and Montgomery Cos.

Philadelphia and Taylorville RR

Inc. 6-15-1836 Kensington to Taylorville, Bucks Co. on Delaware River.

Philadelphia and New Hope RR

Inc. 6-17-1839 Philadelphia to New Hope, Bucks Co.

Attleborough RR

Inc. 4-15-1856 Attleborough, Bucks Co. to Philadelphia and Trenton RR.

Attleborough RR

Inc. 4-2-1860 Attleborough, Bucks Co. to Delaware River in the county of Philadelphia or from Attleborough to Newtown, Bucks Co. (2nd RR to carry this name)
Supply. 4-17-1866 May build a branch RR to the North Pennsylvania RR in Montgomery Co.

Delaware River and Lancaster RR

Inc. 3-24-1868 Point Pleasant, Bucks County to Pheonixville to Lancaster and RR bridge to New Jersey over Delaware River.

Suppl. 4-4-1972 New route Point Pleasant on Delaware River to Lancaster, 83 miles.

Erwinna & Hossensack RR

Inc. 4-1-1868 Erwinna, Bucks Co. on Delaware River to Colebrookdale RR at Hossensack, Montgomery Co.

New York and Western Short Line RR

Inc. Nov. 1881 Quakertown to Durham Iron Furnace and also across the Delaware River to C.N.J. and L.V. RRs.

Yardleyville & Newtown RR

Inc. 11-22-1871 Yardleyville to Newtown, Bucks Co. 6½ miles

Yardleyville & Middletown RR

Inc. 1-8-1872 Yardleyville to Middletown Twnp near Atteboro, 5 miles

Eastern Union RR Inc. 12-19-1872 See Northampton Co.

Philadelphia and Yardleyville RR

Inc. 1-13-1873 From P.G.&N.RR in Phila. to Yardleyville, Bucks Co.

Philadelphia and New York RR

Inc. 6-29-1874 Philadelphia to Yardleyville.

Bucks County & Trenton RR

Inc. 3-7-1875 From Trenton 2 miles into Bucks County (forse line?)

Yardleyville RR

Inc. 3-11-1875 Yardleyville to New Branch of North Penna. RR within 3 miles of bridge at Yardleyville

Bensalem and Middletown RR

Inc. 1-27-1876 Oakfield, Bensalem Twnp, Bucks Co. to north east part of Middletown Twnp, 5 miles

Middletown and Wakefield RR

Inc. 1-27-1876 northeast part of Middletown Twnp, Bucks Co. to near Yardleyville, ⁱⁿ Wakefield Twnp, 5 miles

Moreland and Bensalem RR

Inc. 1-27-1876 Oakford, Bensalem Twnp, Bucks Co. eastward to Huntington Valley in Moreland Twnp, Montgomery Co., 5 miles ?

Riegelsville RR

Inc. 2-26-1884 Dunham Iron Works near Riegelsville to N.J. State line, 1 mile.

Easton & Philadelphia RR

Inc. 5-21-1890 Easton to Phila. 32 miles

Susquehanna & Bristol RR

Inc. 8-1-1892 Langhorne to Bristol, 6 miles

Langhorn & Bristol RR

Inc. 8-1-1892 Langhorne to Bristol, 6 miles. Corp. dissolved 1896-97

Bristol and Bridgewater RR

Inc. 11-11-1897 Bridgewater to Bristol, 2½ miles. Street Ry?

Philadelphia and Eastern RR

Inc. 1-31-1898 PN&NY RR at Fox Chase, Phila. to Trenton, 20 miles.

Bristol and Nesnaminy RR

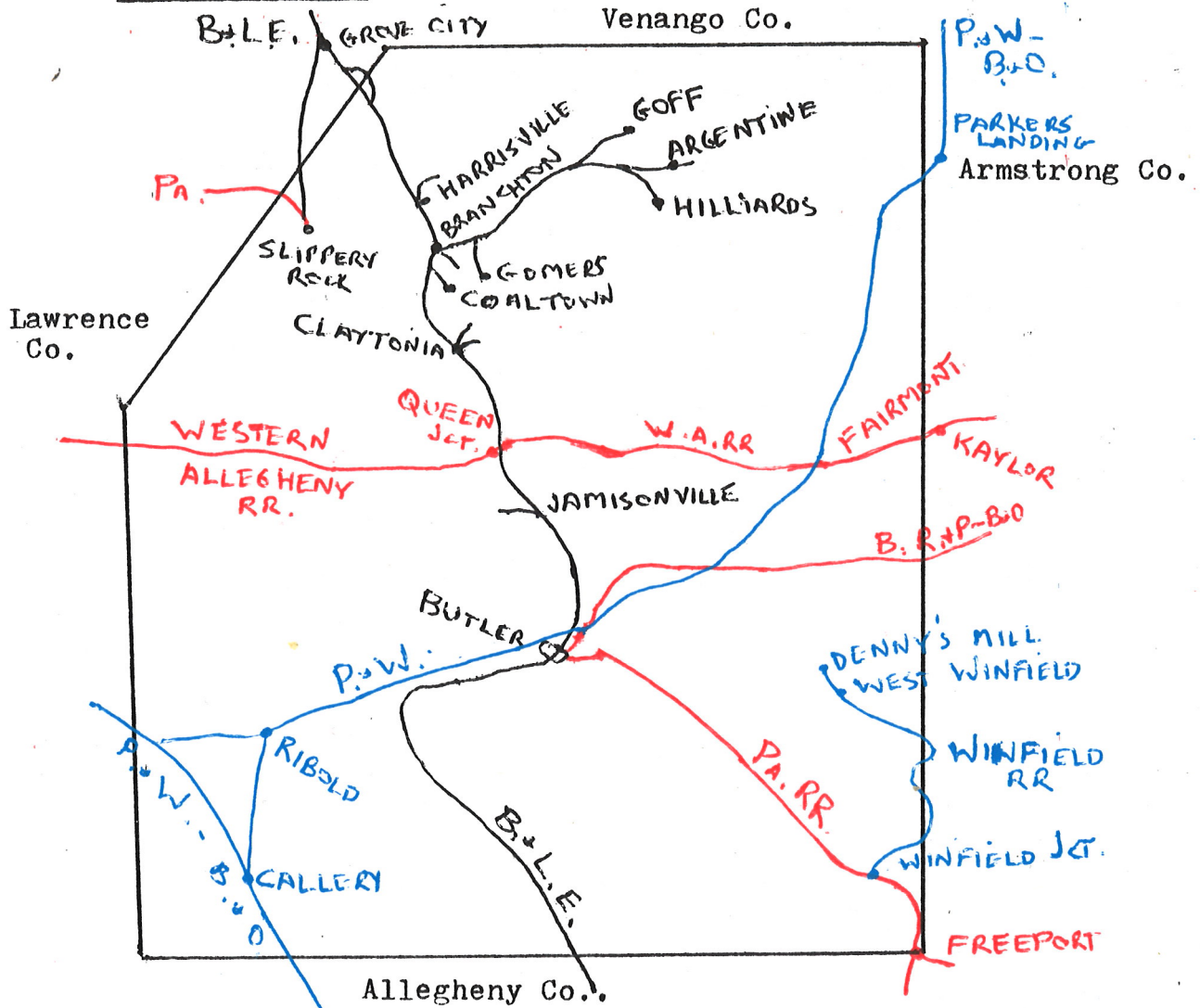
Inc. 9-28-1900 opp. Bridgewater to Bristol, 2½ miles

Philadelphia, Trenton & Lehigh Valley RR

Inc. 3-4-1901 Opposite Trenton to Willow Grove, Allentown and branch Willow Grove to Phila 65 miles. Corp. dissolved 1905-06

Trenton Short Line RR

Inc. 12-14-1905 Bensalem Twnp south west to Phila., 2.7 miles. Corp. dis. 1906-07



Winfield RR

Inc. 9-25-1900 to lease railroad built by the Pa. RR in 1894 by Western Penna. RR, West Winfield to Winfield Jct., 9 miles. Trackage rights over Pa. RR from Winfield Jct. to Freeport, 4 miles. Originally built for pig iron, but in later years carried only cement.

Winfield RR built 0.8 miles from West Winfield north to Denny's Mill, 1900-01. Torn up about 196? ICC auth complete abandonment 11-3-1979. Cement business handled by trucks.

#101	2-8-0	Baldwin	1887	8519	ex Huntingdon & Broad Top Mtn. #10
?	2-6-0	"	1886	7894	ex Penna. & North Western RR #5, acq about 1902. Late sold to King Creek Lbr. Co.
?	2-8-0	Juniata	1892	39	ex Pa. 1468, H3a, acq. 6-1912. Resold to Pitts. & Susquehanna RR #10
1	"	Pittsburg	1899	1938	ex P&LE #138, 9317; acq. 1915
2	"	"	1902	26241	ex " 165, 9335; " 1926
3	"	"	1899	1931	" 136 9315; " 1937 at P.C. & Y #3
4	"	Baldwin	1907	29975	ex West. Md. #616; " 1944
5	300 hp.	Gen. El.	1953	31804	New 50 ton end cab. to Penn Dixie, Lansing, Mich 1979

Western Allegheny RR

Inc. 4-2-1902 to reach coal mines for the Pittsburgh steel industry

Built 1903 18 miles from Queen Jct. to Kaylor, Armstrong County

Operated by Bessemer & Lake Erie RR until 1-1-1908 when became independently operated.

Built 1906 23 miles from Queen Jct. west to East New Castle to connect with B.R. & P. RR

" 1912 East New Castle to West Pittsburg, 4.3 miles

" 1907 Kaylor to Pradys Bend, 3 miles.

Aband. 1939 Queen Jct to West Pittsburg.

" 1943 Prady Bend to Dewey, 1 mile. (I.C.C. auth. aband. 2-16-1943)

Bankrupt 8-12-1912 to 1913. Company sold to Bess. & Lake Erie RR 12-31-1967.

Large limestone mine at Kaylor closed in 1957 thereby eliminating 70% of RR's tonnage.

Western Allegheny RR Locomotives:			
50	2-8-0	Pittsburgh	1906 41164 New
51	"	"	1907 42694 "
101	4-6-0	Schen.	1907 43020 "
5	4-4-0	Altoona	1877 1144 acq. 10-1908 ex Pa 5596 Dlla
4	"	Kingalad	1881 - " 5-1908 ex D.L.&W. #443
?			"
(2 of above 6 engines disposed 1914 when 3 following engines gotten:			
31	2-8-0	Pittsb.	1896 1939 ex P.McK&Y (P&LE) #275, 9404, acq. 1914
32	"	"	1898 1808 " 129, 9308 "
33	"	"	1897 1753 " 123, 9302 "
70	"	Brooks	1903 26464 ex BR&P #264, acq. 1922 Sc. 1928-29
71	"	"	" 27772 314 " "
72	"	"	" 27767 319 " "
73	"	"	" 26562 259 " "
74	"	"	" 26466 266 " "
75	"	"	" 27761 313 " 1925
80	"	Pittsburgh	1913 53470 ex Pa. #7085, C1 H10s acq. 1927 1777
81	"	"	" 53493 7560 " 4-1927
82	"	Baldwin	" 40889 7106 " 7-1928
83	"	Pittsburgh	" 53492 7559 " "
84	"	Baldwin	1915 42419 7621 " 7-1929
85	"	Baldwin	1915 42405 7107 " 3-1930
86	"	Pittsburgh	1910 48677 9920 C1. H-10s
87	"	Baldwin	" 34677 8646 C1. H-10s
6	4-4-0	Baldwin	1903 23111 6311, 6246, 2517, C1. H6a
6	4-4-0	Altoona	1898 2047 ex Pa. #3660, D16a, acq. 3-1923
60	2-8-0	Baldwin	1903 23111 ex Pa 6311, H6a, acq. 1926
40	"	"	1905 2677 " 2720

Railroads

26171

Mahoning & French Creek RR. Inc. 5-26-1863. See Armstrong Co.

Freeport and Shenango Valley RR & Coal Co. Inc. 4-20-1864. See Armstrong Co.

Connoquenessing Valley RR
Inc. 3-22-1865 Butler to Beaver Valley RR between Homewood Sta. and New Castle, Lawrence Co.

Sharpsburg, New Castle & Butler RR
Inc. 4-17-1869 Butler and New Castle to Sharpsburg

Farmers and Miners RR Co.
Inc. 3-17-1870 Franklin to Harrisville coal fields, Butler Co. with branch to Butler.

Erie and Meadville Southern Ry.
Inc. 4-6-1870 Erie to Meadville to Butler

Pittsburgh & Franklin RR Inc. 2-29-1872 See Allegheny Co.

Butler and Harmony RR
Inc. 1-24-1877 3' gauge. Butler to Harmony, Butler Co., 15 miles

Connoquenessing RR Inc. 11-20-1877 See Beaver Co.

Butler and Evansburg RR
Inc. 12-12-1877 3' gauge. Butler to Pitts, N.C. & L.E. RR at Evansburg, Butler Co., 12 mi.

Pittsburgh & Butler RR Inc. 11-4-1878 See Allegheny Co.

Parker & Cleveland RR
Inc. 3-20-1882 Parker, Clarion County to mouth Hagans Run, Butler Co. 12 miles

New Castle, Pine Grove and Butler RR Inc. 9-9-1882 See Lawrence Co.

New Castle and Salamanca RR Inc. 1-6-1883 See Lawrence Co.

Allegheny & Western RR
Inc. 4-11-1883 Center Twp, Butler Co. to East Brady. Clarion Co., 20 miles

Eastern & Western Air Line Ry. Inc. 8-14-1884 See Jefferson Co.

Thorn Creek RR
Inc. 4-28-1885 Butler Co. north of Thorn Creek to West Penn RR near Seivesville Sta., 12 miles.

New York, & Bloomsburg & Western RR Inc. 3-22-1886 See Carbon Co.
Pittsburgh, Beech Creek & Eastern RR Inc. 5-21-1889 See Clinton Co.

Pittsburgh, Beech Creek & New York RR Inc. 10-24-1889 See Clinton Co.

Allegheny & Lawrence RR Inc. 7-29-1892 See Allegheny Co.

Bradys Bend and Butler RR Inc. 2-15-1894 See Armstrong Co.

Pittsburgh, Bradys Bend and Lake Erie RR Inc. 12-18-1894 See Armstrong Co.

Pittsburgh & Butler RR Inc. 11-22-1895 See Allegheny Co.

60. Butler County

Sharon & Butler RR
Inc. 10-29-1900 Hickory Twp at Sharon Steel Co., Mercer Co. to Mercer Twp in Butler Co.
on P.P.M.E., 30 miles

Pittsburgh & Bradys Bend RR Inc. 12-31-1901 See Armstrong Co.

Pennsylvania Western Ry. Inc. 1-12-1903 See Armstrong Co.

Pittsburgh and Freeport RR Inc. 7-17-1905 See Armstrong Co.

Argentine and Eau Claire RR
Inc. 6-6-1906 B.M.E.R.R. at Argentine to Eau Claire, 3 miles.

Allegheny & Northwestern Ry.
Inc. 12-3-1908 Mars, Butler Co., on B&O north to Evans City, 7 miles.

Pittsburgh and Great Lakes RR Inc. 12-17-1909 See Beaver Co.

Central & Eastern RR
Inc. 12-2-1902 Muddy Creek, Butler Co. eastward to Western Allegheny RR at head of
Buffalo Creek, 14 miles. Corp. dissolved 1906-07

Franklin & Parkers Landing RR: Inc. 4-5-1904 See Armstrong Co.

NARROW GAUGE RAILROADS

Pennsylvania today has the only narrow gauge in the Eastern United States still operating - although only the northern-most and most uninteresting part of its route - in the East Broad Top Railroad. Built for coal, it ceased operating when the mines shut down. In the ten years after World War II Pennsylvania was badly hit by the decrease in soft coal mining, and this was an important reason for the demise of the Pennsylvania Railroad.

The East Broad Top Railroad is now considered a national historic site. With its 2-8-2 locomotives it hauls tourists over a five mile stretch of track. The remaining line, running south of Orbisonia is still in but unusable.

Over the years Pennsylvania had about fifty narrow gauge railroads. The network of line in the western part of the state allowed a person to go from Pittsburgh to New York State although it would take several days and changing four or five times. Oil was the primary attraction for those lines. Other narrow gauges were built to serve agricultural areas, particularly in the east central part of the state.

There were also a large number of logging railroads, but these used either geared engines or Porter saddle tankers whereas the common carrier lines used conventional rod engines, primarily 4-4-0s and 2-6-0s. Several private coal railroads and clay mine lines also operated using geared or Porter engines although at least one coal road used a 2-6-0 they bought new.

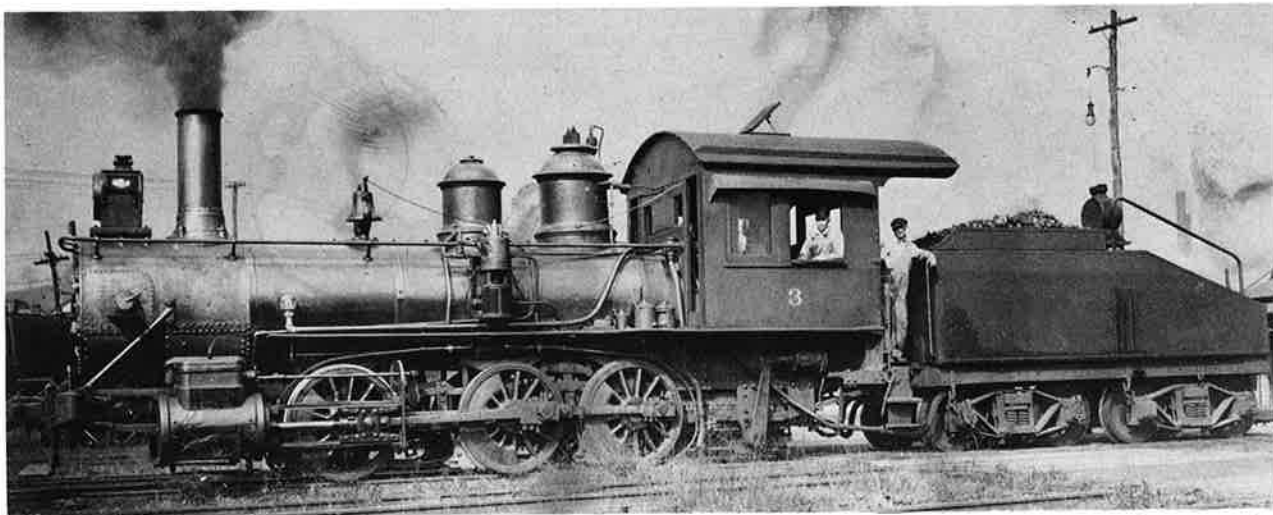
BRIDGES

Much of Pennsylvania is mountainous, but it lacks any tunnels of note. While the railroads preferred to go around or over mountains, few tunnels are over a half mile. However, when it comes to bridges no other state has the unusual variety to be found here.

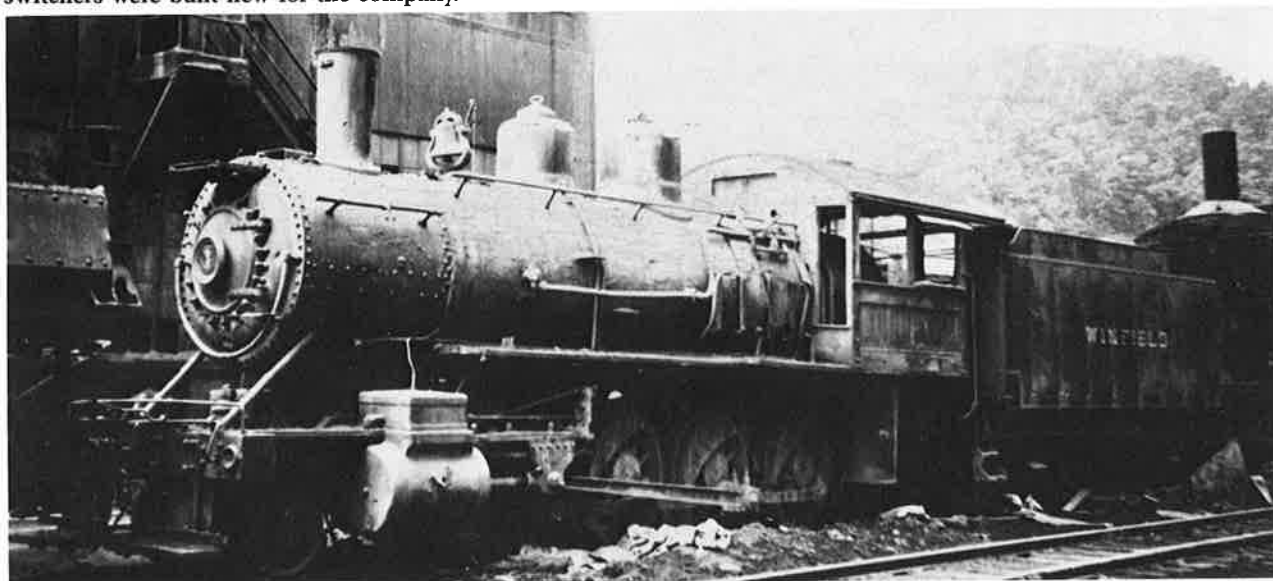
Near Harrisburg at Rockville is the longest stone bridge in the nation. Near Mt. Jewett in McKean County is the Kinzua Viaduct which when constructed was the highest bridge (by far) of any built and is today only a few feet lower than the highest in the country. It took the Erie Railroad across the Kinzua Valley. The bridge is now a historic monument.

In Susquehanna County at Lanesboro on the Erie's main line is the Starrucca Viaduct which was the biggest early stone viaduct built. With its high, narrow arches and weathered stone, it is considered by many to be the finest bridge in the state.

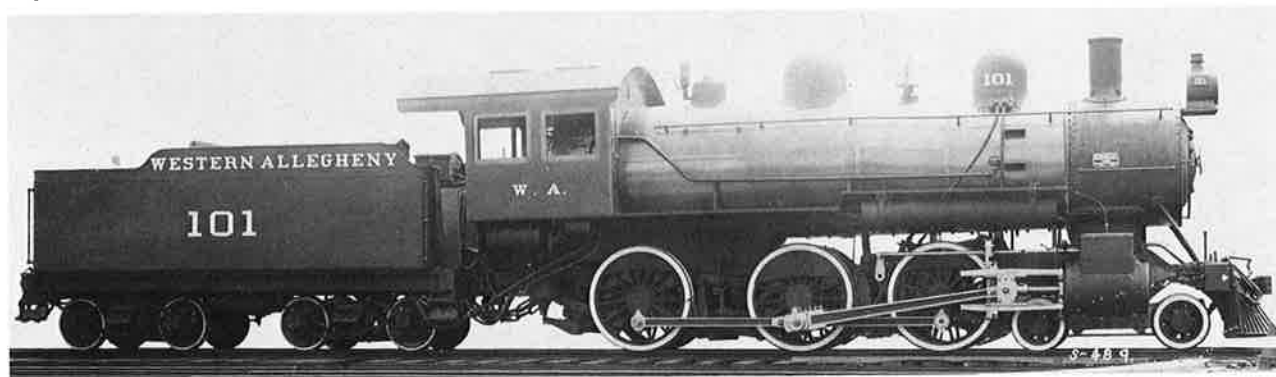
Not too many miles away from Lanesboro on the Lackawanna Railroad is the largest concrete viaduct in the world, the Tunkhannock Viaduct near Nicholson. It is also the most recently constructed as it dates from 1914-15.



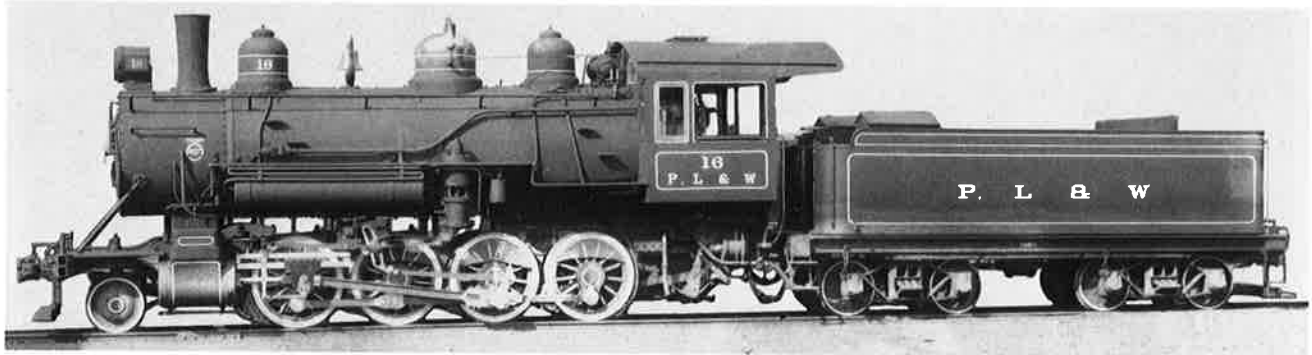
The City of Butler used to have 50% more population than it does today thanks to several large railroad supply companies. The Forged Steel Wheel Company kept several locomotives in daily operation, and the Standard Steel Car Company kept five switching their plant - one of the largest freight car manufacturing plants in the United States. This picture shows #3, a former B-3 Pennsylvania locomotive built by Altoona in 1886 and photographed by Walter Lucas in 1918. The other four switchers were built new for the company.



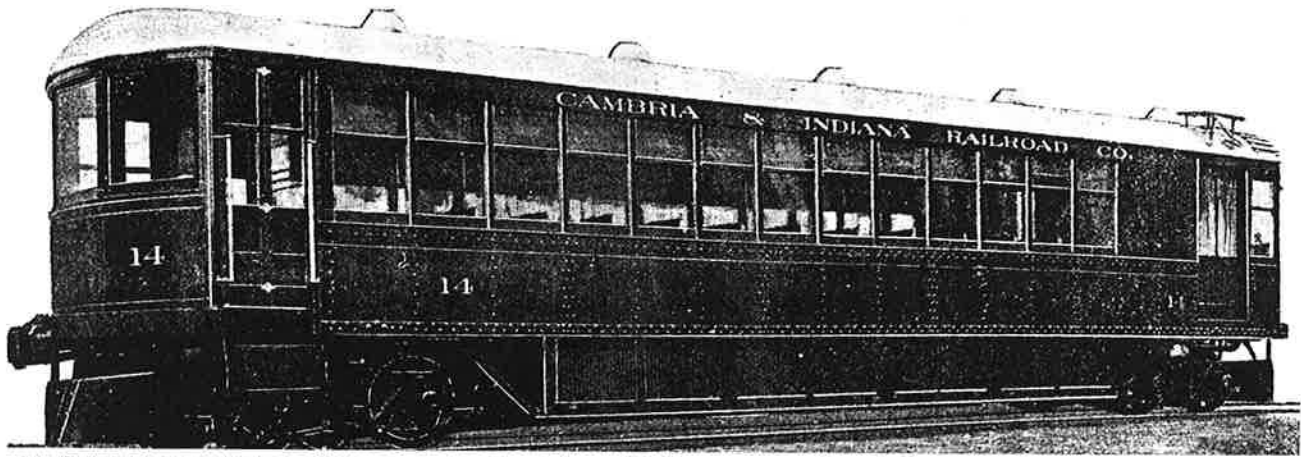
Winfield Railroad No. 1 has seen better days and awaits scrapping at the cement mill at Winfield. She was a former P&L.E. engine built in 1899.



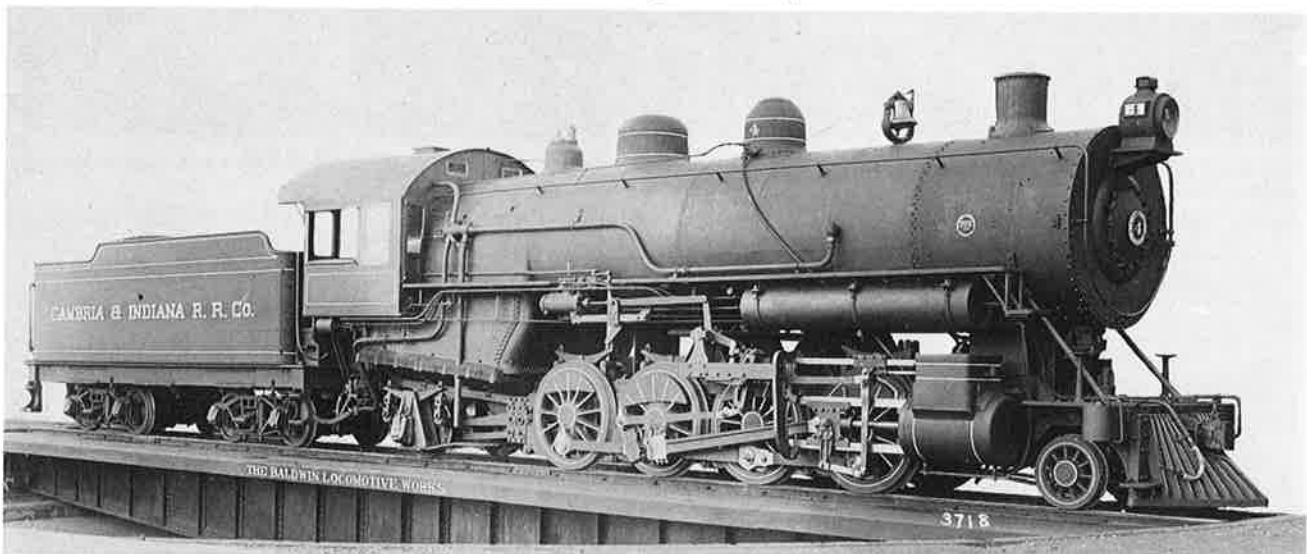
No. 101 was built in 1907 for passenger service. The service comprised two round trips over the 48 mile railroad scheduled to make connection with the Bessemer and Lake Erie RR at Queen Junction for Butler and Pittsburgh. Two Western Allegheny crews and locomotives were needed, the other crew using No. 5, an old 4-4-0 bought from the Pennsylvania Railroad a year after No. 101 arrived. The 101 had 62" drivers and exerted 32,000 pounds tractive effort.



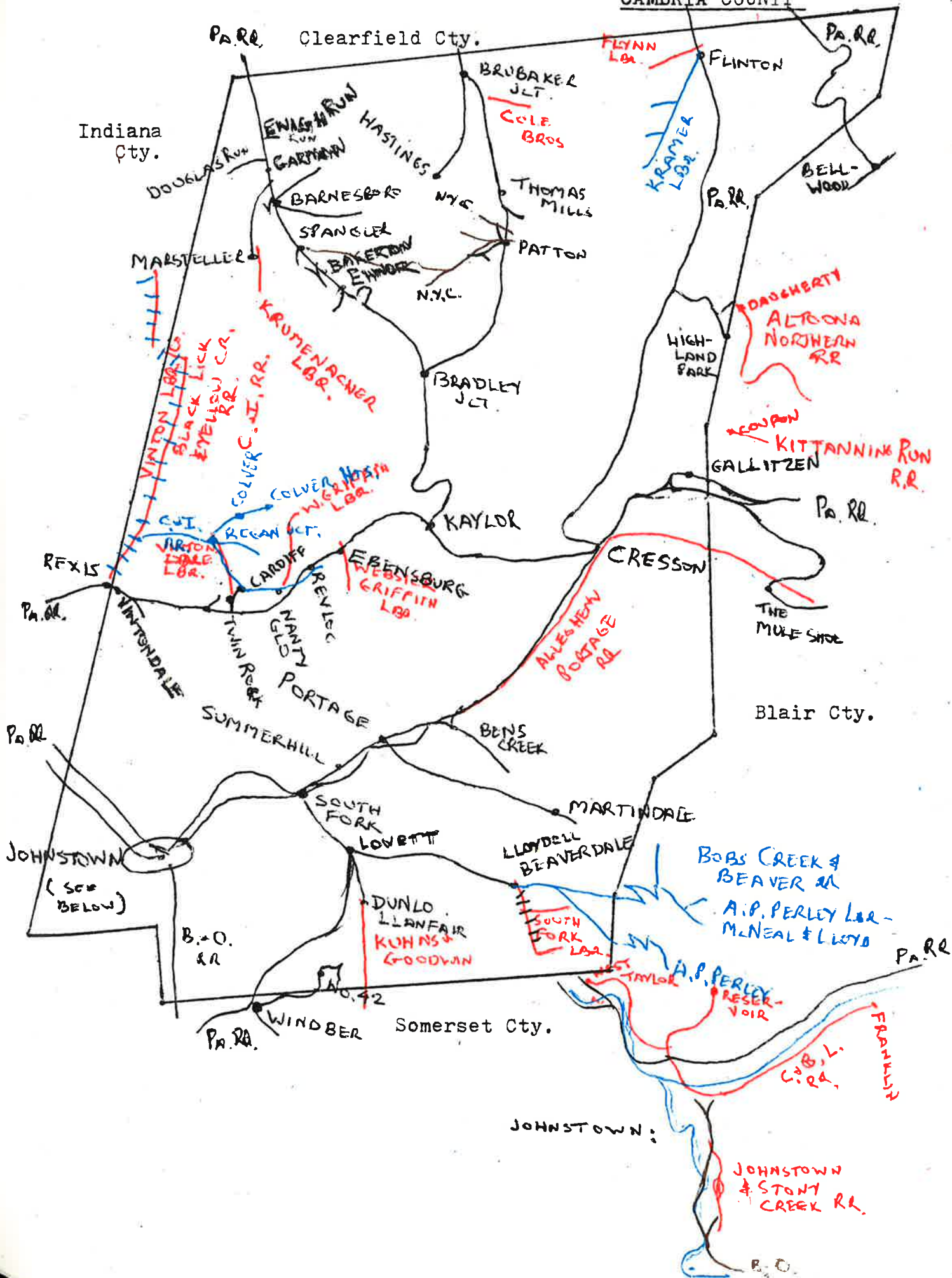
Pittsburgh, Lisbon and Western R.R. No. 16 was just about the only new engine the railroad ever bought. The PL&W was relatively unsuccessful coal road. Seldom making much money, it used no longer needed locomotives from other Pittsburgh area railroads which it would run for a few years, scrap, and replace. Even No. 16, new in 1923, is a throw back to the past - not superheated, narrow fire box, arch bar tender trucks. It did, however, have Walschaert valve gear and an electric headlight.



An electric storage battery motor car on the Cambria and Indiana was purchased about 1920 from the Railway Storage Battery Car Company. The car was probably intended for the three daily round trips between Colver Heights and Rexis where connection was made with trains of the Pennsylvania and B.R. & P. The car weighed 30 tons, seated 51 people, and was driven by four 25 horsepower motors. Storage battery cars were tried by many short lines and usually rejected because they were very slow (the C&I's train took 55 minutes for the 12 mile run). Car purchasers soon found that besides being slow, the batteries wore out within a few years and were expensive to replace.



Heavy coal tonnage on the Cambria and Indiana caused the railroad to be an early purchaser of 2-8-2s. No. 4 was bought in 1911. The engine had 58 inch drivers but was not superheated. At that date most larger railroads were just beginning to consider purchasing superheated power. No. 4. stayed on the road only six years. In 1917 when three new Lima-built mikes arrived, the 4 was sold to the Clinchfield which must have been desperate for power to meet wartime traffic; otherwise, they would not have bought a one-of-a-kind engine.



Indiana
Cty.

Clearfield Cty.

CAMBRIA COUNTY

63.

BRUBAKER
JCT.

FLINTON

BELL-
WOOD

HASTINGS

THOMAS
MILLS

BARNESBORO

PATTON

MARSTELLER

N.Y.C.

BRADLEY
JCT.

HIGHLAND
PARK

GALLITZEN

KAYLOR

CRESSON

REXIS

CARDIFF

EBENSBURG
WEBB'S
GRIFFITH
LBR.

THE
MULE SHOES

Blair Cty.

Pa. RR.

WINTONDALE

SUMMERHILL

BENS
CREEK

JOHNSTOWN

SOUTH
FORK

MARTINDALE

BOBS CREEK &
BEAVER RD.

A.P. PERLEY LBR -
MCNEAL & LLOYD

B. & O.
RR

DUNLO
LANFAIR
KUHN'S
GOODMAN

LLOYDELL
BEAVERDALE

SOUTH
FORK
LBR.

A.P. PERLEY
RESER-
VOIR

WINDBER

Somerset Cty.

JOHNSTOWN :

JOHNSTOWN
& STONY
CREEK RR.

B. & O.

Robs Creek & Beaver RR

Not Inc. Owned by M. E. McNeal Lbr. (McNeal & Lloyd). Std. gauge. Purchased logging RR of A. P. Perley from Beaverdale up Beaverdam Run and switchback down into Robs Creek in Blair County running north and south on it about 6 miles. Also switchbacked in Wellacks Branch. Total trackage about 16 miles. Torn up 1916. Had 1 locomotive, #1, 2 truck Shay built 1907, GN 1963, 45 tons bought new. Sold to Egolf Mining Co., Allendale, Cambria Co. 1916.

Cambria & Indiana RR

Inc. 4-20-1911 to acquire Black Lick and Yellow Creek RR from Rxis, Indiana County up 12 miles to Pine-Green Twnp line.

- Built from end of RVC to Manver, 5 miles, Indiana Co., 1911
- " Elkdale Jct. to Colver, 4 miles, 1912 by relaying a logging RR of Vinton Lbr. Co
- " Regan Jct. to Nant-y-Glo, 8 miles, Cambria Co. 1917
- " Nantyy-Glo to Revlock, 5 miles, 1918
- " Colver to Colver Heights, 3 miles, about 1913. Torn up about 1942
- " Revlock to connection with Penna. RR, 1 mile in 1963

Serves coal mines of Bethlehem Steel Co. and Eastern Gas & Fuel Co.. RR owned by Bethlehem Steel Co.

Authorized by ICG 2-11-1925 to build south from Revloc to Little Conemaugh River bridge, 5.1 miles to serve Melva Coal Co. mine. Not built.

Roster:

1									
2									
3	2-8-0	BALD	1907	32313	ex	W.Va.	Nov	# 10	
4	2-8-2	Baldwin	1911	37175	New				Sold to Clinchfield RR #499, 1917
5	"	"	1913	40917	"				" Lake Superior & Ishpeming #16,
6	"	"	1915	41903	"				" #17, 1930 1930
7	"	Lima	1917	5438	"				" Sydney & Louisburg #72, 1930
8	"	"		5574	"				" General Logging #91, 1930
9	"	"		5675	"				"
10	"	Baldwin	1918	49239	"				" Sydney & Louisburg #77, 1941
11	"	"		49307	"				" #78, 1941
12									
13									
14	2-8-0	Baldwin	1920	53183	New				SEE ADDENDA #5 FOR DIESELS
15	"	"		53184	"				
16	"	Schen.	1923	64698	"				UNTIL 1975 PA. RR. OWNES
17	"	"		64699	"				402; BETH. STEEL 602; SINCE
18	"	"		65054	"				then Beth. owns 1009.
19	"	"		65055	"				
20	2-8-2	Brooks	1920	62310	ex	P.&L.E.	#9523		
21	"	"		62311	"		9524		
22	"	Juniata	1915	2953	ex	Pa. RR	#734, L-1		So. 1946
23	"	Baldwin	1916	42846	"		#1364, L-1	on #1388, c.n. 42842	
24	"	Schen.		55649	ex	P.&L.E.	#9503		
25	"	"		55650	"		9504		
53	2-8-0	Pitts	1907	41650	ex	Pa.	#7621, H6b		

Aband. authorized 11-1-1984 Raxis to Elkdale Jct.. 4.1 miles

Cole Bros.

Had a tram logging RR west of St. Lawrence on Rook Run, 1913-1916 era, narrow gauge.

Blacklick & Yellow Creek RR

Inc. 6-15-1904 by the Vinton Lbr. Co. Railroad built in 1898-99 by V.L.Co. Built Raxis, Indiana Co. in 1899 up North Branch of Black Lick Creek and Dutch Run, 12 miles to Pine-Green Twnp line (completed after 1902).

Had logging RR branch from Elk Dale Jct. to Colver. Torn up about 1906? Railroad was sold to Cambria & Indiana RR which took it over and renamed it C&I 4-20-11. Locomotives: Had 4 probably

- 1? 0-4-2 Porter 1899 2001 New sold to Morehead & North Fork RR, Ky.
- " " 1897 1751 ex Clearfield Lbr. Co., Clearfield Co.
- 0-6-0 Altoona 1882 720 ex Pa. #835, B-3, acq. 1902 Feb.
- 4-6-0

Conemaugh & Black Lick RR

Inc. 12-28-1923 to take over the Cambria Steel Co's (Bethlehem Steel Co.) railroad at their Johnstown mill. Originally it was the Cambria Iron Co. and was one of the first iron furnaces west of the Allegheny Mtns of major size. 16 miles. Acquired 37 locos from steel company.

Had 3 lines: Western Div. Johnstown to West Taylor Twnp, 3.6 miles
Hickston Div. Johnstown to Vince, Jackson Twnp., 4 miles to reservoir, built prior 1900
Northern Div. Johnstown to Franklin and Conemaugh Twnp.

On April 2, 1860 Wood, Morrell & Co. were authorized by the state legislature to build a railroad bridge from the Cambria Iron Works across the Conemaugh River to the Penna. RR. (Wood, Morrell & Co. may have owned the iron furnace.) In 1876 iron furnace was at Hollidaysburg and in 1889 only at Johnstown.

Roster: The C&I acquired the standard gauge engines of the steel company in 1923. It is not known exactly what engines were included and not previously scrapped. In the early years and probably later the n.g. engines carried duplicate numbers of the std. gauge.

"Cambria"	0-4-0	Baldwin	1865	1413	#9" Pennsylvania"	0-6-0	Bald.	1880	5212
Echo	0-6-0	"	1868	1808	9	(n.g.) 3'	0-4-0	"	1881 5682
Chester	"	"	1870	2138	10	"	0-6-0	"	" 5878
Conemaugh	2-6-0	"	1872	2779	10	(n.g.) 3'	0-4-0	"	1882 6020
Laurel Hill	0-6-0	"	"	2825	11	"	0-6-0"	"	1886 2820
Somerset	2-6-0	"	1873	3240	12	"	0-6-0	"	1887 8435
Centennial	"	"	1876	3830	12	"Frances" 3'	0-4-0	"	1890 10665
PHILADELPHIA	0-6-0	"	1879	4532	13	"	0-6-0	"	1887 8875
Little Giant	0-4-0"	"	"	4719	13	"Mercury" 3'	0-4-0	"	1890 11043
Delaware	0-4-0"	"	"	4903	14	"Clearfield"	0-4-0	"	1889 10034 STD.G.
Vulcan	"	"	1880	4979	14	"Ajax"	"	"	1890 11159
?		Porter	1876	249	11?				

3 0-6-0 Bald 1899 17483 COMPRESSED AIR

Conemaugh & Black Lick RR (Cambria Iron Co.) cont.

15 "Elk"	0-6-0	Baldwin	1890	11233	30	0-6-0	Baldwin	1902	20849	
15 "	0-4-0	"	1891	12294	31	"	"	1906	27199	
16 "Wayne"	0-4-0	"	1890	11484	32	"	"	"	27200	
17 "	0-6-0	"	1892	12668	33	"	"	1907	30216	
18 "	"	"	1896	14744	34	"	"	"	32139	
of the above engines, #10, c.n. 5878 was in existence in 1930s, and #9, c.n. 5212 in 1950. #9 was not C&BL as C&BL had a #9 also.					35	"	"	"	1910	34480
Most or all of the following became C&BL RR:					36	"	"	"	34881	
1	0-6-0	Brooks	1913	52997	37	"	"	1916	42961	
2	"	Baldwin	1906	25569	38	"	"	1917	45250	
3	"	Brooks	1913	52998	39	"	"	"	45251	
4	"	"	1915	55419	40	"	"	"	45609	
5	"	"	1916	42960	41	"	"	"	45620	
6	"	Baldwin	1905	25570	42	"	"	1927	59890	
7	"	"	1905	25570	43	"	"	1929	61027	
8	"	"	1915	55574	44	0-8-0	"	1920	53542	
9	"	Brooks	1915	55574	45	"	"	"	53543	
18	"	"	1906	39901	46	0-6-0	"	1927	60068	
20	"	Baldwin	1899	16530	47	0-8-0	Lima	1941	7858	
21	"	"	1899	16595	48	"	"	"	7859	
22	"	"	1914	41101	ex West. Md. Ry. #1013, acq. 1946.					
23	"	"	"	41100	1012					
24	"	"	"	41099	1010					
25	"	"	"	41097	1009					
26	"	"	"	41999	1011					
27	"	"	1902	20738	49 not used					
28	"	"	"	20739	50 not used					
29	"	"	"	20815	51 0-8-0 1936 Cohen. 68775					
22	0-4-0	"	n.g.	1903	21748	52 " " " 88776				
23	"	"	"	"	22041	53 " " " 68792				
24	"	"	"	"	22295	2nd? 41 0-6-0 Baldwin 1923 56737 ex Cornwall #13.				
26	0-6-0	"	1902	20267	57	0-6-0	Brooks	1912	51739	(Eng. # ac-

4 0-4-OT Bald 1906 27191. Sall Union R.R.S
 5 " " " 1896 15884
 19 0-6-0 " " " " " "

ex Patapsco Back
 .. # 30 Rivers # 27
 ex Johnstown
 & Stony Cr # 6

22 0-6-0 Baldwin 1900 17761
 23 " " " 17909
 24 " " " " "
 25 " " " 1901 19300

SEE ADDENDA #5 FOR DIESELS

Flynn, James
 Had log RR at Flinton up Beaver Valley and Beaver Dam Run in early-mid 1890s

Griffith, Webster, Lbr. Co. 2 miles
 In 1903 he built a 42" gauge logging railroad toward Summerhill Rd torn up in 1905 from Ebensburg. He then relocated his railroad to Nanty-Glo and built a line running north 5 miles to township line of Cambria Twp. Closed about 1923.
 Had 1 loco, a Heisler, 17 tons built 1902 for Griffith, c.n. 1068. Sold to an area coal company when finished logging.

Johnstown and Stony Creek RR
 Inc. 1-19-1888 and opened in 1888 by Federal Steel Co. (Later Lorain Steel Co. and United States Steel Co.) Bedford St., Johnstown to Stony Creek Bridge, 2.4 miles in Johnstown.
 Pools 1915 said 2 1/2 miles Messenger St. to Cleveland St. in Moxham, built by Johnson Street Rail.
 Aband. L.C. with when steel mill closed, 5 1/2 miles all 7-27-1947
 Roster: Locomotives were purchased by the steel company although lettered J&SC (maybe
 ? 4-2-0 Porter 1889 1047 New
 1 0-6-0 Baldwin 1912 37475 " (Lorain Steel Co.)

5 " Baldwin 1916 43104 " "
 6 " Baldwin 1927 60068 " "
 Sold to Conemaugh & Black Lick #46
 SEE ADDENDA #5 FOR DIESELS

Johnson Steel Street Ry.
 Supposedly at Johnstown but not listed in Pools. Bought two 0-4-OT standard gauge Porter locos in 1887, Nov. and Dec. 7"x12" cyl. on one and 12"x18" on other. SEE ADDENDA #5

Kramer Lbr. Co.
 Had log RR at Flinton built about 1896 on Beaver Dam Run and Wyenough Run. Torn up about 1905. Originally had an old 4-4-0 and later a former Penn. RR 0-6-0

Krumwacker Lbr. Co.
 Had a narrow gauge built about 1927 on Moss Creek near Marsteller south one miles; then moved to Portage and had two miles of track. Used a gasoline locomotive. Torn up in 1930s early.

Kuhns & Goodwin Lbr. Co.
 In 1895 built a 36" gauge log railroad from Dunlo south 4 to 8 miles to top of mountain from Dunlo. Converted to std. gauge in 1899. Discontinued 1904-05. Most of timber in Somerset County and rail spur lines. This was a fair size operation.
 1 0-4-0 Porter 36" gauge second hand
 223 2 Tr. Shay 1888 c.n. 223 30-35 tons ex H.P. Weaver, McKean Co., Pa. Sold to Blue Jay Lbr. Co., W.Va. #5
 296 " " 1890 296 35? " ex C. H. Moore, McKean Co. Disposition unknown

Alfred Oakes
 Had a log. RR near Summerhill soon after 1900. Location unknown

A. P. Perley - Howard Lbr. Co.

Acquired several miles track from Beaverdale up Beavardam Run from the South Fork Lbr. Co. Subsequently sold to M.E. McNeal about 1910. Extended South Fork Lbr. railroad over mountain and down toward Pavia in Blair Co. Known to have had 3 Shays, but only #6 is known, 3 truck built 1904, CN 855 bought new by Perley South Fork Lbr. Co. * See Bobs Creek & Beaver RR

Built from Allendale along Conemaugh River south to its headwaters, 8 miles, about 1896. Part of this line maybe taken over by Pa. RR for coal. Also built from Beaverdale up Beavardam Run several miles in 1898 which was sold to Howard Lbr. Co. (A.P. Perley).

Vinton Lbr. Co.

Inc. 10-23-1898 and built log railroad which it subsequently incorporated as the Blacklick and Yellow Creek RR. See that entry.

Vintondale Lbr. Co.

Built in 1895 at Twin Rocks, 2 1/2 miles east of Vintondale, 3 mile RR northeast. Torn up 1901-2. Had about 10 miles total trackage. Had 1 locomotive, Climax, class A built 1893 for Reitz and Whitmer, Tusseyville, Centre Co. 36" gauge.

Paper Railroads

Antis Coal & Iron Co.

Inc. 3-17-1865 to hold coal land in Blair, Cambria counties and build RR to Pa. RR at Bell Mills

Johnstown & Ashtola Tramroad and RR Co.

Inc. 5-22-1859 Johnstown along Stony Creek and Paint Creek to Ashtola in Somerset Co. and further up Stony Creek. May be part wood tram road.

Fulton & Washington RR Inc. 6-6-1881 See Fulton Co.

Franklin & Clearfield RR Inc. 7-5-1881 See Fulton Co.

Seaboard, Pittsburgh & Great Western Ry Inc. 9-27-1881 See Franklin Co.

Chest Creek RR

Inc. 11-14-1883 Kaylors Sta. on Ebensburg Br., Cambria Co. to Westover and Newburg, Clearfield Co., 35 miles

Clearfield and Allegheny RR Inc. 7-8-1887 See Clearfield Co.

Galitzen and Hastings RR

No information on it being incorporated. In 1880s to go Hastings to Galitzen.

Chest Creek RR

Inc. 5-3-1890 Westover, Clearfield Co. to Carrolton, Cambria Co., 10 miles

Clearfield & Conemaugh RR

Inc. 3-12-1894 Belsena, Clearfield Co. to Johnstown, 60 miles. Reorg. 3-13-1894 as Clearfield, Conemaugh & Western RR.

Beech Creek, Altoona & South Western RR Inc. 8-1-1894 See Blair Co.

Clearfield, Conemaugh & Western RR: Inc. 3-13-1894. See Clearfield Co.

Philipsburg, Ebensburg & Juniata

Inc. 7

P.U.C. says corporation dissolved 1898-99.

Cambria Terminal RR

Inc. 12-5-1900 East Taylor to Johnstown to West Taylor Twp, 7 miles

Conemaugh RR

Inc. 7-24-1901 Johnstown to Ebensburg. 20 miles. Electric?

Conemaugh Valley RR

Inc. 9-15-1903 Franklin Boro to Ebensburg, 22 miles. Corp. dissolved 1908-09

Webster RR

Inc. 5-6-1904 Spangler to Moss Creek village (Marsteller) 3 miles. Corp. Dis. 1914

Dean RR

Inc. 8-8-1904 from Cambria and Clearfield RR where Laurel Run crossed. Dean Twp. to ?, 2 miles

Johnstown, Ebensburg & Northern RR

Inc. 7-23-1906 Johnstown to Ebensburg, 25 miles. Corp. dis. 1907-08

Southern Cambria RR

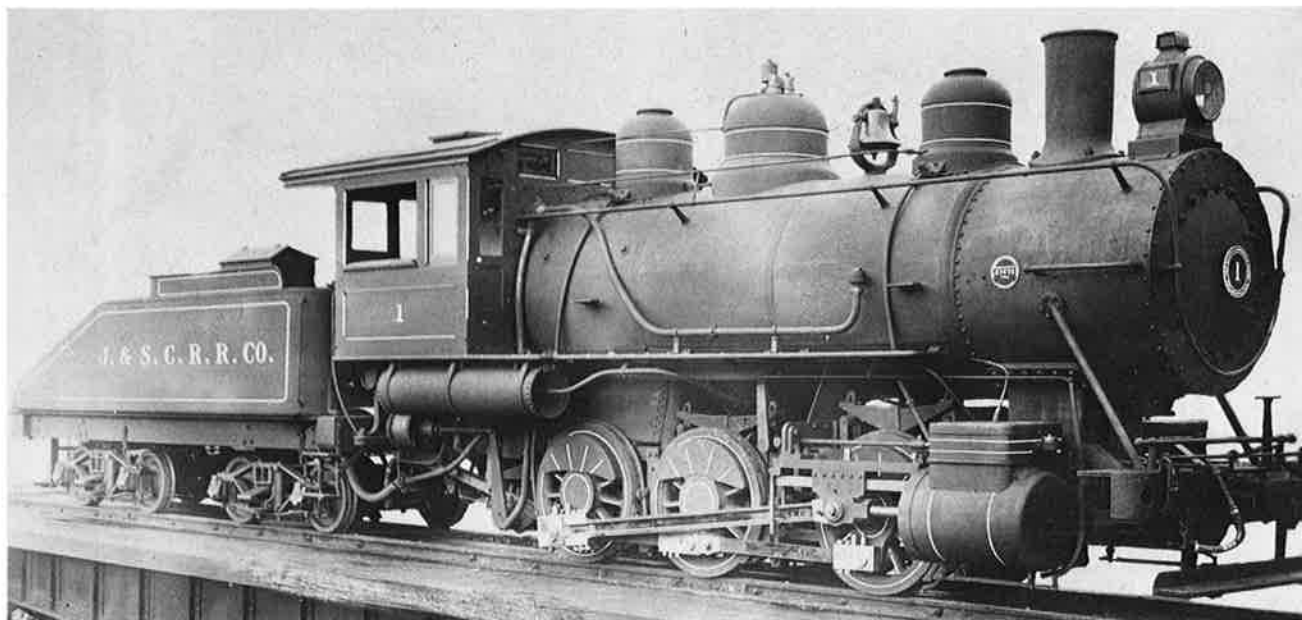
Inc. 10-9-1906 Johnstown to Mineral Point, East Taylor Twp, 8 miles. Corp. Dis. 1908-09

Cambria Central RR

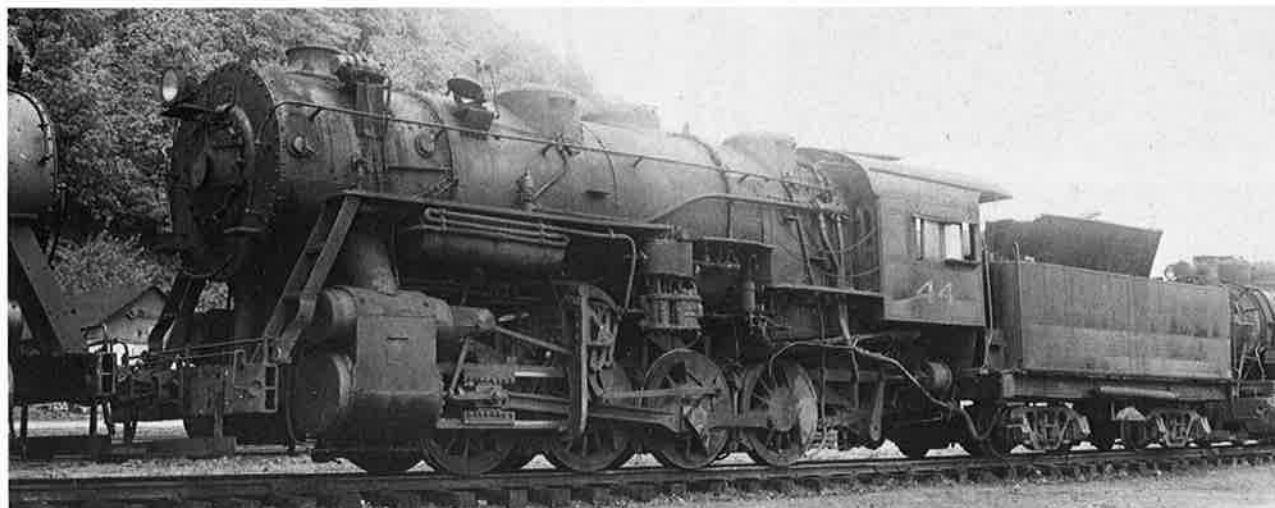
Inc. 11-1-1912 Waitzville; Clearfield Co. on Pitts & Susquehanna RR west to Frugality, Cambria Co, 8 miles. Company dissolved 1917

Salt Lick RR

Inc. 1-8-1920 from Cambria and Indiana's proposed RR at Nanty-Glo to Minkston Run and Little Salt Creek, 3 1/2 miles, Jackson Twp. Corp. owned by Penna Coal & Coke Co. and inactive in 1965.



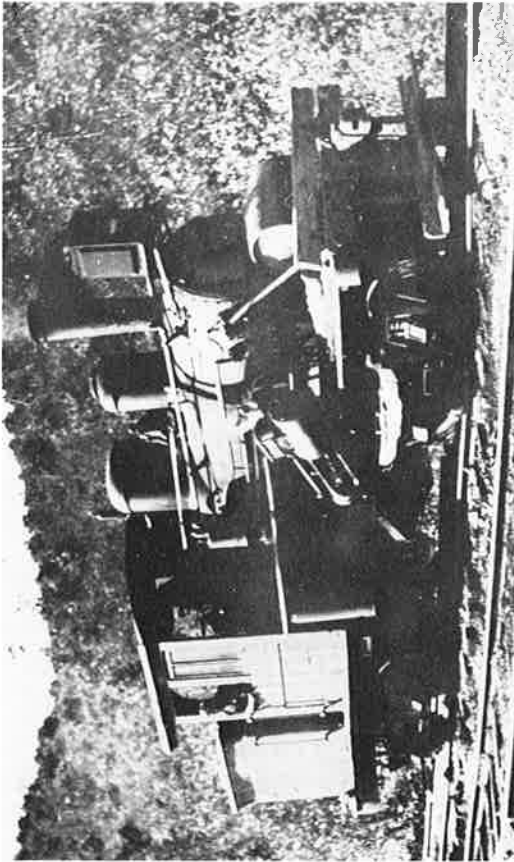
The U. S. Steel Co's operation at Johnstown was always much smaller than Bethlehem's, and its Johnstown and Stony Creek Railroad needed only a few locomotives. Although the railroad was incorporated in 1888 it was a plant facility and locomotives were bought under the name of the various steel companies which owned it prior to U.S.S. No. 1 was bought in 1912.



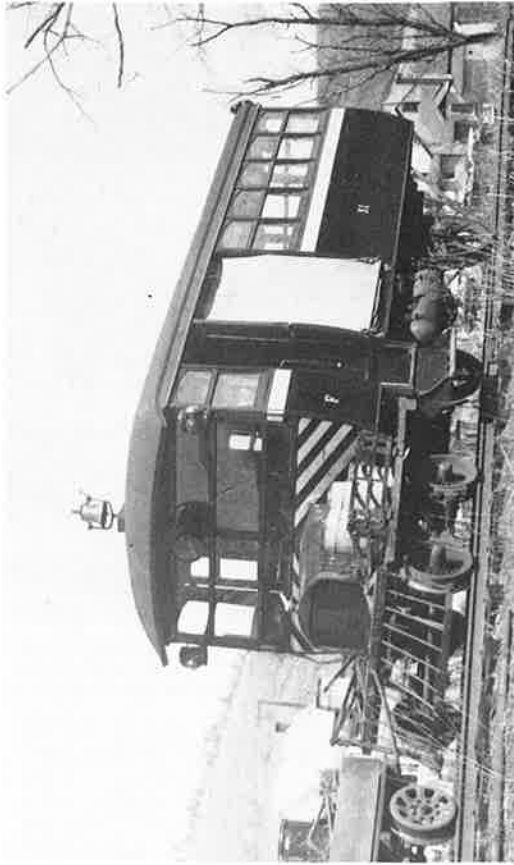
Bethlehem Steel Company's Conemaugh and Black Lick RR was an unincorporated plant facility until 1923. No. 44, built in 1920, was the first 0-8-0. Note the squatty domes and short stack and the need to place the headlight in front because of clearances.



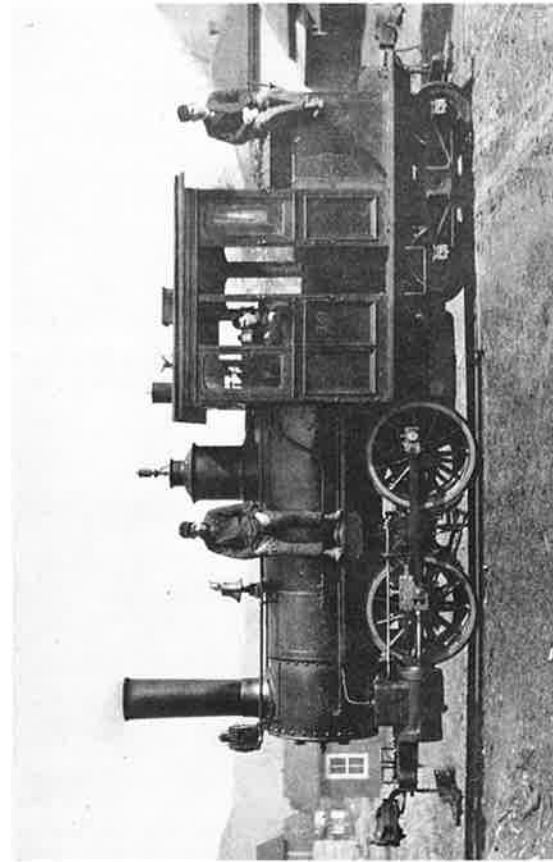
New Jersey Zinc Company had very distinctive 0-6-0s and this 2-6-0 with their wide fireboxes. The 0-6-0s switched their Palmerton zinc plant while the 2-6-0 worked the entire line.



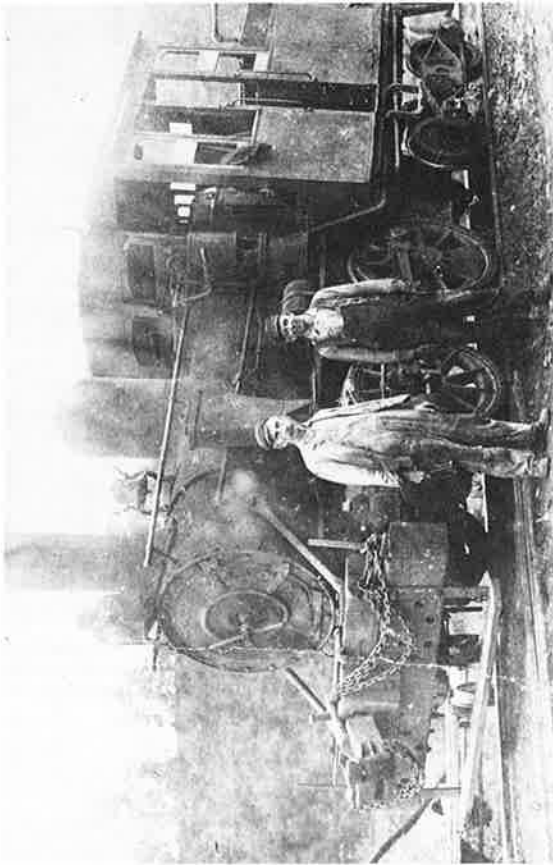
The Mount Hope Coal Company, running west from Sterling Run, Cameron County, several miles to a coal mine, initially used a former elevated locomotive and then bought this new 30 ton Climax in 1909. During the 1920s when the mine closed, it was sold to the Emporium Forestry Co.



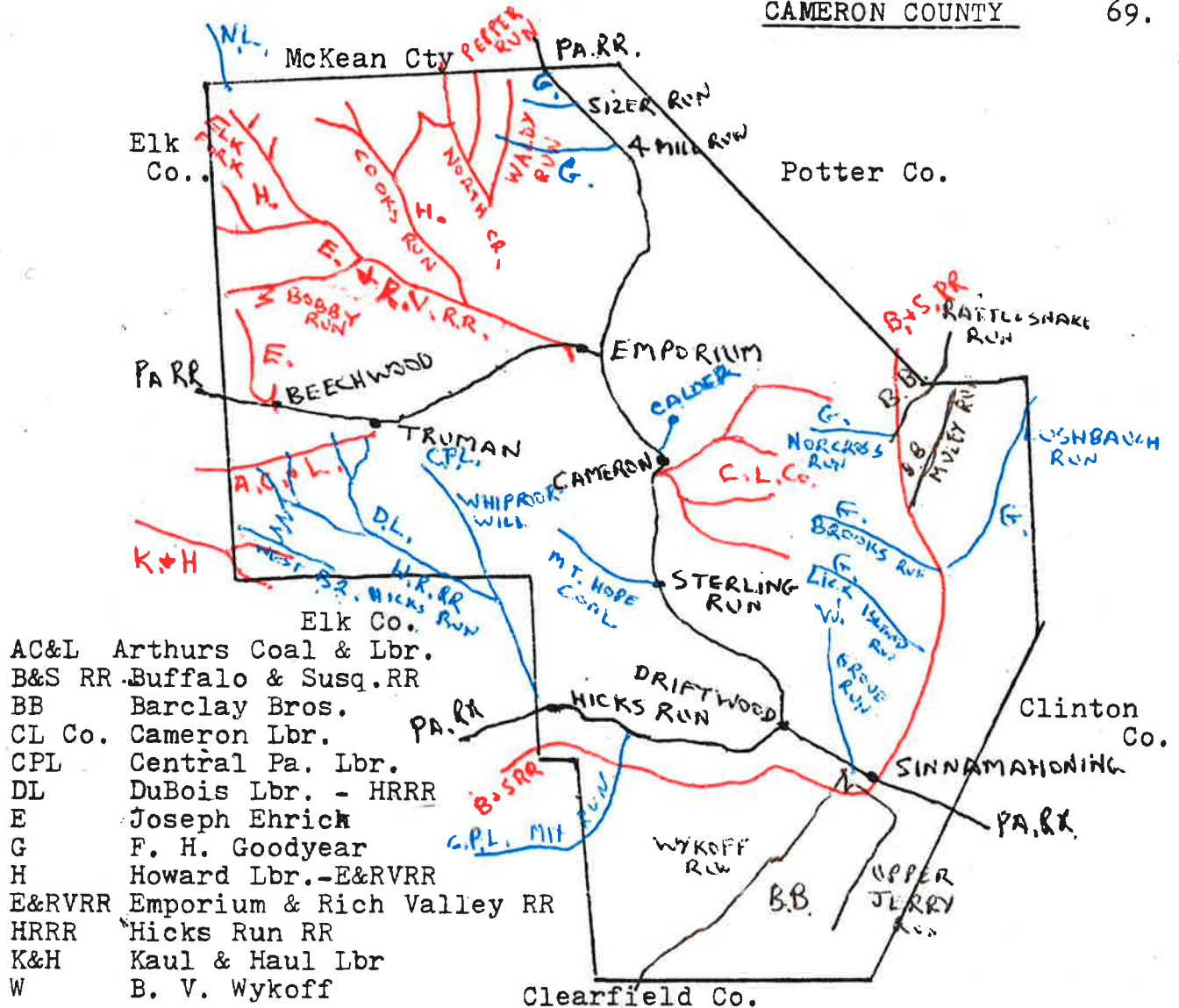
Still carrying on in 1958 for track maintenance, car No. 51 had years earlier handled the passenger service on the Chestnut Ridge Railroad. It was built by Mack about 1918, and was one of a number of rail buses Mack sold to short lines at that time.



Elk Tanning Company's No. 19 switcher at Emporium was a former Manhattan Elevated Ry. engine, one of six or seven they owned. The tanning company along with its Penn and Union Tanning Companies had at least 24 engines - small second hand Shays, el locomotives, and New York City area suburban railways which had electrified.



Calder Brick and Coal Company's former elevated engine was used to haul brick from the kilns out to the Pennsylvania Railroad, a mile away at Cameron, Cameron County. The picture was probably taken about 1912.



The annual state railroad maps of about 1918 show several additional railroads:

Pa. V. B. Co.'s RR - This may stand for Penna. Vitrious Brick Co. - a possible successor to Calder Brick Co. at Cameron.

E. I. Co. at Sterling Run. Name unknown but would be successor to Mt. Hope Coal Co.

S. P. M. Co. at Sinnamonahoning and C. P. M. Co. at Wyside. These are rail lines of about 1 mile serving explosive plants up in hollows in case of explosions. They made powder for the Panama Canal digging and World War I, and then shut down. Sinnamonahoning Powder Mfging Co. got a shay in 1905 from Cammal & Black Forest RR. Except for this, they used horses or gasolene locos because of explosive danger.

Arthurs Coal & Lbr. Co.

Inc. 4-1-1882

Built logging railroad in 1887 at Truman up Big Run 3 or 4 miles, std. gage. Aband. 1891-2
Loco #211 2 Tr. Shay 1888 CN 211 25 tons New. Sold to B. F. Cory Co., McKean Co.
? unknown 2nd hand, bought 1887

Barclay Bros. Lbr. Co.

Not inc.

Built logging railroad from their saw mill at Sinnamonahoning up Wykoff Run, 9 to 12 miles, -
1888 and up Upper Jerry Run with spurs in timber. Aband. 1907. Built up Jerry in 1899,
6-7 miles.

#209 2 Tr. Shay 1888 CN 209 New Sold to Dolar Bay Lbr., Mich.
12 2-4-2T 2nd hand Sold to Laquin Lbr. Co., #12, Bradford Co., Pa

Calder Brick & Coal Co.

Private railroad at Cameron to Calder up McKinnen Branch, 1 mile. Std. G. Built 1904-1905
and torn up by 1920. Hauled brick out to Pa. RR. Had 1 locomotive ex N.Y. Elevated 0-4-4
Torney, #216; GRANT 1878 AS MET. #16, RST, 1891

Cameron County

Cameron Lbr. Co.

Not Inc.

Built 1902 from Cameron up Hunts Run 5-6 miles, Stillhouse Run, Square Tbr. Run. Aband. 1905.
#1 2 Tr. Shay 1902 CN 726 about 40 tons New. Sold Mt. Lick Lbr. Co., W. Va. 1905

ck, Joseph

New Inc.

Built from Beechwood in 1916 a n.g. railroad over mtn into Clear Creek, 4 or 5 miles.
Aband. 1918. Used a 2nd hand 2 truck Climax of unknown origin.

Central Pennsylvania Lbr. Co.

Built 6-8 miles out of Driftwood up Mix Run. Logs taken to Williamsport saw mill. Built 1906 and torn up 1908-9. Used several engines, numbers unknown.

Built 3 or 4 miles on Whippoorwill Run in 1908 for a year to log a track. Used Climax #62
See roster in Lycoming Co.

Emporium & Rich Valley RR

Inc. 2-17-1891

Built 1891 from Emporium up Driftwood Branch 10 miles to courty line and then up Indian Camp Run, Elk Fork Run, Cooks Run and upper end North Creek and Waldy Run. A logging railroad serving two saw mills of Howard Lbr. Co. at Emporium. Had passenger service.

Final track abandoned 1913.

1	2 Tr. Shay	1891	358	45 tons	New	Sold to Emporium Iron Co. 1913 and Sc. 1936
2	second hand rod engine,				resold into Louisiana	in 1903.
3	2 Tr. Shay	1892	383	40 tons	ex Oregon & Texas RR #383,	Lycoming Co., acq. 1900.
					sold to Summit Lbr. Co.,	Louisiana, 1903
4	3 Tr. Shay	1903	773	80 tons	New	Sold Samish Bay Logging, Wash., 1913-14.

Goodyear, F. H., Lbr. Co.

Various logging tramroads to serve small saw mills:

Sizer Run, 3 miles, 1880-1883 std. g.

Four Mile Run, 5 " 1883-1885 "

Sinnemahoning Valley #3.

Loco: Vertical boiler, geared, 4 wheel built 1880 built by Dunkirk Iron Co. Became/
Logging railroads on First Fork, Sinnemahoning Creek. Refer to Potter Co.

Hicks Run RR

Inc. 5-20-1905 by DuBois Lbr. Co. as their logging railroad to serve saw mill at mouth of Hicks Run. Built up Eash Branch, Whippoorwill, over into Middle Branch and West Branch Hicks Run. Aband. 1912

2	3 Tr. Heisler	1898-1900		60 tons	New, transferred from DuBois, Pa.	Sold to Wheeler Lbr. Co., Ore. 1912.
---	---------------	-----------	--	---------	-----------------------------------	--------------------------------------

44?	2-8-0	Altoona	1880	480	ex Pa.	4008, H-1, acq. 10-1904
-----	-------	---------	------	-----	--------	-------------------------

45?	"	"	1883	772	"	594 " 9-1905
-----	---	---	------	-----	---	--------------

46?	"	"	"	764	"	982 " 12-1905
-----	---	---	---	-----	---	---------------

47	"	Baldwin	1882	6323	"	142 " 5-1906
----	---	---------	------	------	---	--------------

48?	"	"	"	6455	"	1020 " 2-1907
-----	---	---	---	------	---	---------------

49?	"	Altoona	1885	968	"	1089 " 3-1907
-----	---	---------	------	-----	---	---------------

23	0-4-4	Knott Is.	1867	1845	KINGS COUNTY (N.Y.) ELIMATED BY # 23 ?	
----	-------	-----------	------	------	--	--

Kaul & Hall Lbr. Co. See Elk CountyMount Hope Coal Co.

Private railroad at Sterling Run running west several miles to coal mine of George Walker who owned the company. Built about 1905. Std. gauge. Torn up probably about 1926. Had a former N.V. elevated locomotive, probably 0-4-4 and later a new 30 ton Climax, CN 948, built 1909.

Norwich Lbr. Co. See Potato Creek RR, McKean Co.Wykoff, B. V., Lbr.

Built std. gauge railroad from Sinnemahoning up Grove Run about 5 miles in 1898, torn up 1899. Logs shipped to Williamsport. Used a small rod engine, probably either Barclay Pros. #12, 2-4-2T or Panna. Joint Land & Lbr. Co. 0-4-OT Porter, CN 1558. Logs were sent to saw mill of Pa. Jt. Land & Lbr.

Paper Railroad

Susquehanna & Erie RR Inc. 4-15-1851. See Lycoming Co.Sinnemahoning & Pittsburgh RR

Inc. 3-30-1854 from Sunbury & Erie RR on Sinnemahoning Waters to Pittsburgh or to Allegheny Valley RR in Jefferson or Armstrong counties. (Build on Bennetts Br. at Driftwood.)

Western Central RR Inc. 5-1-1861. See Clearfield Co.Cameron Coal Co.

Inc. 3-17-1865 and allowed to build a railroad up to 9 miles, location not told.

Driftwood & Western RR

Inc. 2-15-1883 Driftwood to Dents Run, Elk Co., 9 miles

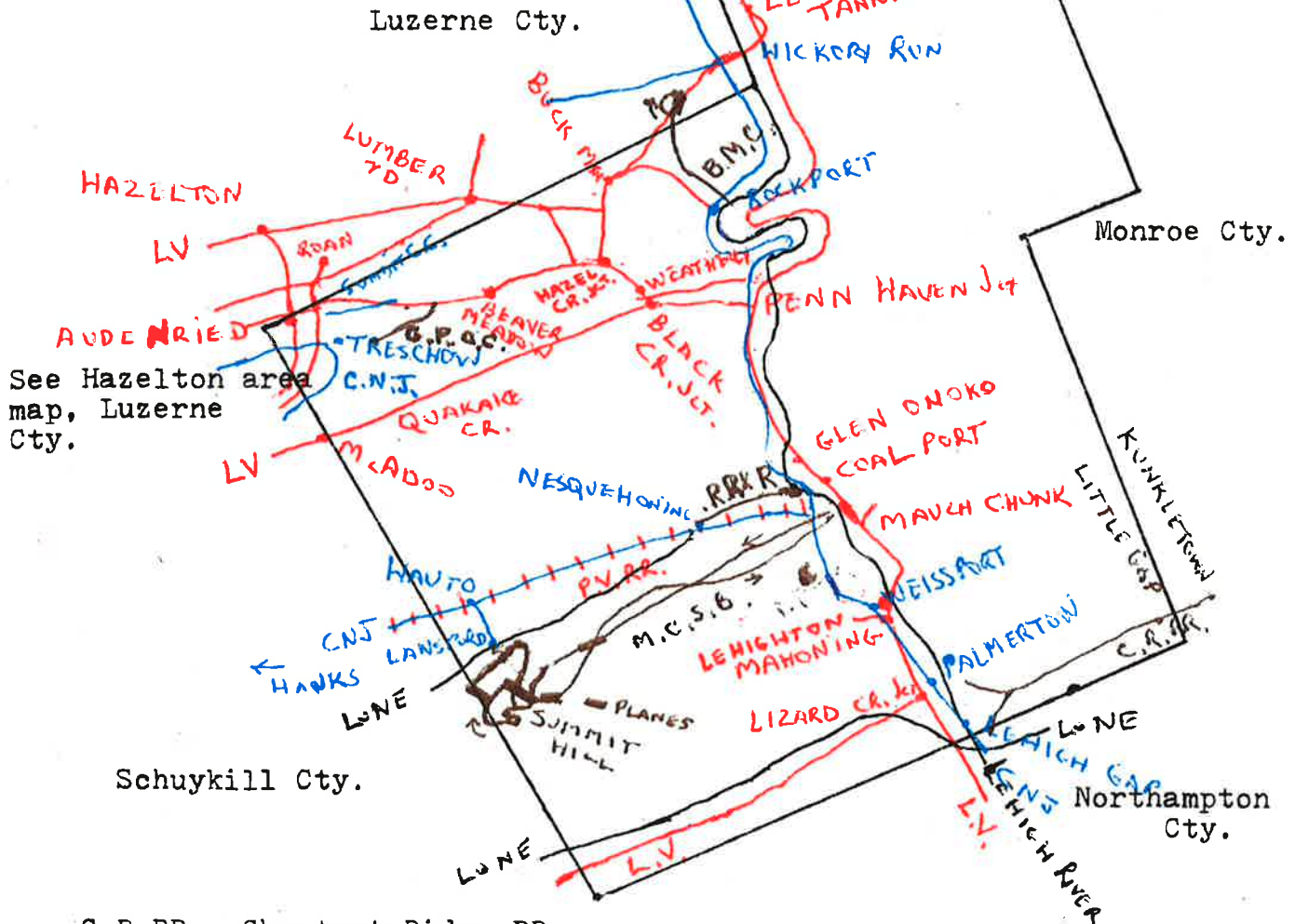
Sinnemahoning & Sheffield RR

Inc. 4-5-1883 Bennetts Br. at Cameron Co./Elk Co. line to Sheffield, Warren Co.

Gold & Driftwood RR

Inc. 8-10-1883 Driftwood to Gold, Potter Co. via Coudersport and Wharton, 55 miles

Carbon County is mountainous and was part of Northampton County when all the coal mining and railroads were being developed.



- C.R.RR Chestnut Ridge RR
- M.C.S.W.. Mauch Chunk Switchback RR
- R.R.RR Room Run RR
- BMC Buck Mountain Coal Co.
- PVRR Panther Valley RR
- CNJ Central RR of New Jersey
- L&NE Lehigh & New England RR
- LV Lehigh Valley RR

GERMAN PENNA. COAL CO. Built 1852 2.5 miles TRESKOW TO LEVISTON. Aband. after 1870. (NOT MAPPED)

Chestnut Ridge RR

Inc. 3-3-1898 Lehigh Gap, Carbon County to Kunkletown, Monroe Co, 13 miles.

Built 1899 to serve brick company at Kunkletown. Bankrupt 1901.
Reorg. as C. R. Railway 2-27-1902 and bought by New Jersey Zinc Co. Built 2 mile branch to Palmerton west side (north-west) in 1902.

Aband. Kunkletown to Little Gap 3 1/2 miles and Lehigh Gap to Palmerton, 1 mile, May 1962.
Most of business was at N.J. Zinc Co's Palmerton plant where zinc co. I.C.C. RYTH. 3-5-62
also had 4 1000 hp switchers. Zinc business dried up in 1950s. Ore. came off L&HR from Franklin, N.J

- 1 0-4-4 Baldwin 1886 8173 ex New York Elevated Ry #345, acq. 5-1899
- 2 4-4-0 Brooks 1897 2846 ex Lake Shore & Michigan Sou RR #106 (NYC #5104), acq. 1910
- 3 0-6-0T
- 4 0-6-0 Baldwin 1915 42075 New S-LD 9-1912 TO J.F. SHANLEY Co, Phila
- 5 4-6-0 " 1902 20065 ex Pa. RR #6509 (orig. N.Y., Phila. & Norfolk #9), acq. 1918
- 6 2-6-0 " 1923 56725 New
- 7 0-6-0 " New (? - doesn't show in PLW records for CRRR or Am. Zinc.)
- 8 0-8-0 Baldwin 1919 52595 ex Ironton RR #27, acq. 1939
- 9 not used ?
- 10 1000 Hp. Schen 73901 1946 NEW. Sc. 1972
- 11 " " 74796 " " " " " " " " " "

51 RAILBUS Mack 1922 CN 70013
Pitts. Lisbon West. RR #51.

Mauch Chunk Switchback RR

Not Inc. Built by Lehigh Coal & Navigation Co. in 1826-27, Mauch Chunk to Summit Hill and down the mountain to Lansford, opened 5-25-1827. Horse drawn, gravity operation.

Pack track and planes built 1845. HAD 4 PLANES
Closed 1872 when tunnel built into Lansford from Hauto. Track from Lansford to top of mountain then removed. Railroad then opened as tourist attraction - the first such RR in the U.S. Railroad also served as the idea for the roller coaster.

Aband. 1937. Shut down 1936.
Did not use locomotives - merely planes and gravity

G.P.C.C. - See ADDENDA 5.

Room Run RR

Not Inc.
Built by Lehigh Coal & Nav. Co. on Nesquehoning Creek from its mouth at the canal at Coalport 4 miles to mine at Nesquehoning. Opened in 1833 with horses and planes.
Replaced by the Nesquehoning Valley RR (CNJ) inc. 5-14-1861

Buck Mountain Coal Co.

Inc. 6-16-1836 to hold 2000 acres in Sugar Loaf and Hanover Twnps. Incorporated with same provisions as Hazleton Coal Co., but no mention of railroad.
Suppl. 4-28-1857 may build a RR to connect with Hazleton or Beaver Meadow RR
Bilt: Rockport on canal to Buck Mountain, 4 miles with 6000 tunnel at Rockport and planes built in 1840. Closed 1862 after Lehigh Canal; destroyed by flood. Horses?
EXTEND FURTHER INTO LUZERNE COUNTY WITH PLANE

Summit Coal Co.

Inc. 3-18-1836 to hold 2000 acres in Luzerne-Carbon counties and build a RR to Beaver Meadow or Hazleton RRs. Ran off BEAVER MEADOW RR ABOUT 1 1/2 MILES WEST OF BEAVER MEADOW FOR 2 MILES (JUST SOUTH OF B.M. RR)
Suppl. 4-16-1840 time limit to complete their railroad extended to 1844
Suppl. 2-24-1853 RR line to be sold at foreclosure.
Location of RR is unknown. Probably bought by Lehigh Valley or successor.

Panther Valley RR

SEE ALSO ADDENDA #5

Inc. 8-1-1983 to take over former C.N.J. line from Packerton Jct. (Mauch Chunk) to Haucks, Tammenndy 18 1/2 miles. Track from Nesquehoning to Tammenndy owned by Carbon County. Built by Nesquehoning Valley RR. # 2895 + 2896 GE U33B 3300HP 1968

SEE ADDENDA #5

Paper Railroads

Carbon County was part of Northumberland Co. at the time many of following RRS were organized. They are listed here and not under Northumberland County.

EX CONTRAIL 2895-6 J MORRIS - HALA VAL. RR.

Wyoming & Lehigh RR. Inc. 4-4-1833. See Luzerne Co.

Laurel Hill Coal Co.

Inc. 6-16-1836 to hold 2000 acres coal land in Luzerne-Northampton County and build a RR if necessary.
Suppl. 3-20-1838 may built RR from their coal lands or Hazleton RR to Lehigh River and increase their capital stock.
All coal companies authorized to build railroads had to accept freight and coal from anyone and charge a specified fixed toll. These were not private railroads.

Northampton & Luzerne Coal Co.

Inc. 6-16-1836 to hold 2000 acres in Luzerne and Northampton Cos and build a railroad to Beaver Meadow RR or Hazleton RR.

Mountain Coal Co.

Inc. 2-28-1838. May hold 2000 acres in Luzerne and Northampton Counties and build a railroad or railroads to the Beaver Meadow, Hazleton, or Buck Mountain RR or the Lehigh Canal according to terms of the Hazleton Coal Co.
Suppl. 4-6-1864. May build RR to D.L.&W. RR
Act. 5-13-1856. Renamed Wyoming and Susquehanna Valley RR

Stafford Coal Co.

Inc. 3-3-1838 to hold 2000 acres in Luzerne-Northampton Counties and to build a RR to the Beaver Meadow RR or Hazleton RR

Hanover Coal Co.

Inc. 2-6-1839 to hold 2000 acres in Luzerne-Northampton Cos and to build a common carrier RR to Beaver Meadow or Hazleton RRs. MAY HAVE BEEN BUILT. See Black Creek Iron Coal

Potosi Coal Co.

Inc. 6-24-1849 to hold 2000 acres in Sugar Loaf Twnp, Luzerne Co. and Lausanne Twnp, Northampton Co. and to build a common carrier RR to Hazleton RR

Middlefield Coal Co.

Inc. 5-29-1840 to hold 2000 acres in Luzerne-Northampton Cos. and build common carrier RR to Beaver Meadow RR or Hazleton RR

Diamond Coal Co.

Inc. 3-19-1841 to hold 2000 acres in Sugar Loaf and Hanover Twnps, Luzerne Co. and Lausanne Twnp, Northampton Co. and a common carrier RR to Beaver Meadow RR or Hazleton RR. IN LUZERNE Co

Black Creek Iron & Coal Co.

Inc. 4-3-1841 to hold 2000 acres in Sugar Loaf Twnp, Luzerne Co. and Lausanne Twnp, Northampton Co. and build a RR to Hazleton Coal Co's RR or Hanover Coal Cos' RR.

North Branch Coal & Iron Co.

Inc. 3-25-1842 to hold 300 acres in Columbia and Luzerne Cos. No RR
 Suppl. 3-29-1853 authorizes building a RR of less than 7 miles to connect with Beaver Meadow or Hazleton RR
 Suppl. 5-8-1854 may extend its RR to Catawissa, Williamsport and Erie RR or Lehigh Coal & Nav. Co.
 Do not know where RR was, when built, or who took it over.

Luzerne & Schuylkill RR. Inc. 4-8-1846 See LUZERNE Co.

Philadelphia & North Branch RR. Inc. 5-5-1852. See Luzerne Co.

Schuylkill Haven and Lehigh River RR

Inc. 4-19-1856 Schuylkill Haven-Orwigsburg-Risinggold to L.V. RR at mouth Lizard Creek, Carbon Co. Partly graded by 1860 when work halted.

Intended to compete with Reading RR because of car shortages. Was being built by Mine Hill RR which had traffic agreement with CNJ and LV. Mine Hill RR leased to Phila. & Rdg. RR in 1864 which halted need for the RR.

In 1888-1890 Schuylkill & Lehigh Valley RR built on part of road bed.
 (additional data in R&LHS Bul. #106, page 35.)

Locomotives:

"Panther"	0-8-0	Baldwin	10-1863	1176	30 tons	43" drivers	Resold to Mine Hill & Schuylkill Haven RR, 1863-64.
"Tiger"	"	"	"	1178	"	"	

Wyoming & Susquehanna Valley RR

Inc. 5-13-1856 as name change of Mountain Coal Co.

Mountain Coal & Iron Co.

Previously Inc.

Suppl. 5-21-1857 may build a RR from mines in Sugar Loaf Twnp, Luzerne Co. and Union Twnp, Schuylkill Co. to Hazleton RR, Beaver Meadow RR, Quakake RR, or Cattawissa, Williamsport & Erie RR

Honeybrook Coal Co.

Inc. 4-23-1864 to hold 3000 acres in Sugar Loaf and Hazel Twnps, Luzerne Co., Banks Twnp, Carbon Co., and Rush and Union Twnps, Schuylkill Co. and build a RR not over 10 miles long.

Upper Lehigh Coal Co.

Inc. 3-16-1865 to hold coal land in Carbon and Luzerne Cos and build a RR to Lehigh and Susquehanna RR.

Susquehanna & Delaware RR. Inc. 3-15-1866. See Luzerne Co.

Silver Brook Coal Co.

Inc. 4-15-1867 to hold 2000 acres in Schuylkill Co. and build rr up to 10 miles in Carbon or Schuylkill Cos.

Pennsylvania & Lehigh RR

Inc. 4-3-1872 to run from Parksburg, Chester Co. to L.V. RR in Carbon or Lehigh Co.

Watergap and Schuylkill RR Inc. 6-4-1881 See Schuylkill Co.

Pottsville & New York RR Inc. 3-23-1882 See Schuylkill Co.

Delaware Water Gap & South Western RR Inc. 11-6-1883 See Bedford Co.

New York, & Bloomsburg & Western RR

Inc. 3-22-1886 Mauch Chunk, Carbon Co. to Ohio line near New Castle, 280 miles.

Philadelphia, Honesdale and Albany RR

Inc. 3-20-1893 White Haven to near Equinock, Wayne Co., 90 miles

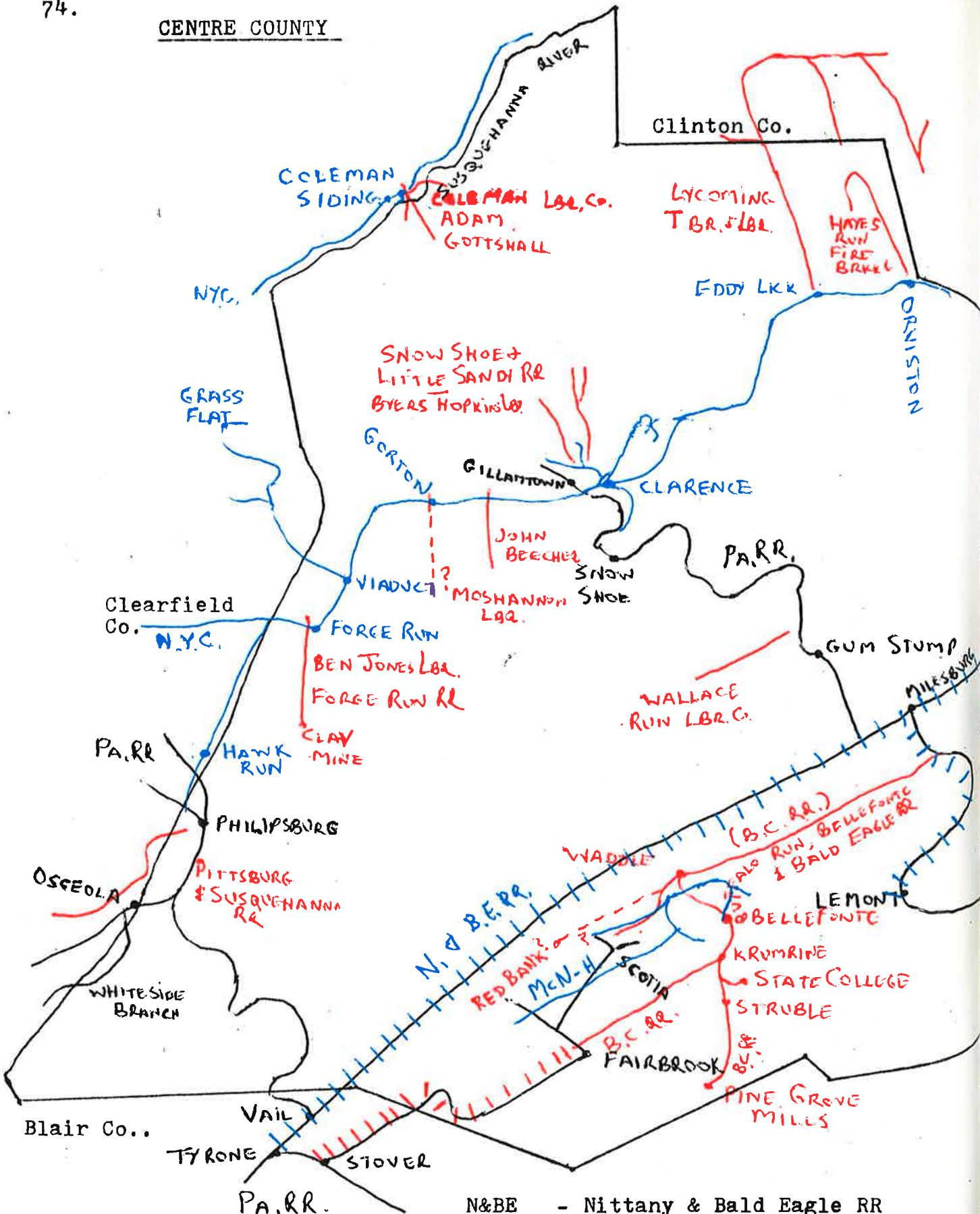
Susquehanna & Southern RR

Inc. 8-12-1901 Hazleton to Shenandoah, 17 miles. Electric?

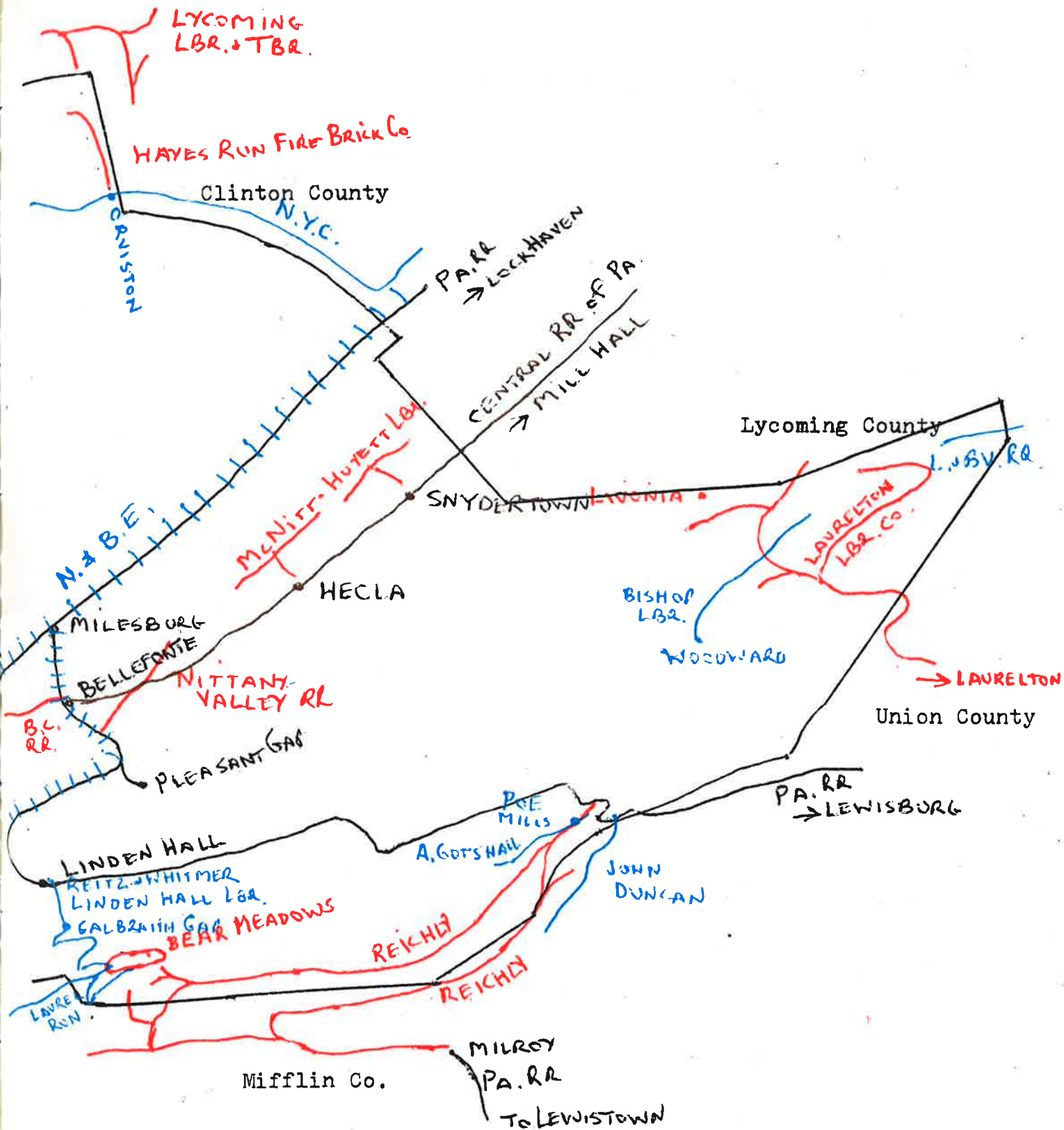
Penn Haven Junction & Glen Onoko RR

Inc. 4-22-1902 Penn Haven Jct. to Glen Onoko, 5 miles Electric?

CENTRE COUNTY



- N&BE - Nittany & Bald Eagle RR
- McN.H. - McNitt-Huyett Lbr.
- B.C.R.R. - Bellefonte Central RR
- L&BV - Lewisburg & Buffalo Valley RR (See Union Co.)
- Bebleheimer - See Mifflin Co.



Pescher, John W.

Built a logging railroad on Rock Run in 1893 near Moshannon.
Bought a new Dunkirk locomotive, c.n. 138, Oct. 1893 "B" type lettered "Harold". It may later have gone to Glen Union, Clinton County for Glen Union Lbr. Co.

Bellefonte Central RR

The predecessor railroad was built to serve the iron ore area and years later the cement industry. It comprised 4 companies:

Bellefonte and Buffalo Run RR

Inc. 9-21-1882 Bellefonte to state agricultural college (State College) 16 miles and/build to from Bellefonte south to Buffalo Run Valley iron ore deposits
Not built. Merged with Nittany Valley and Southern RR to form Buffalo Run, Bellefonte and Bald Eagle RR 3-16-1885

Nittany Valley and Southern RR

Inc. 1-9-1883 Bellefonte to Mill Hall, Clinton Co. to connect with Beech Creek RR. Not built.
Merged 3-16-1885 with Bellefonte and Buffalo Run RR to form Buffalo Run, Bellefonte & Bald Eagle RR.

Buffalo Run, Bellefonte & Bald Eagle RR

Inc. 3-16-1885 as consolidation of N.V.&S.RR and B.&B.R.RR, Bellefonte to Nittany Valley mining works, 23 miles.
Built 1896 Bellefonte to Struble, 19 miles. Foreclosed 12-1-1891 & reorg. 1-22-92 as Bellefonte Central RR.
Locomotives:
1 4-6-0 Baldwin 8318 Dec. 1886 new. Became Bellefonte Central #1, 1892
2 " ? originally leased end hand " #2 "

Bellefonte Central RR

Inc. 1-12-1892 as reorg. of Buffalo Run, Bellefonte & Bald Eagle RR - Bellefonte to Struble and ore field, 23 miles. (line to ore field from Mattern Jct. (Waddle) to Red Bank, 4/5 miles.
Built near Krumrine Sta. into State College, 1 mile, 1892.
Built 1895 to Scotia ore mines, 3 miles. Abandoned 1915
Built 1896 Struble to Pine Grove Mills, 3 miles. Abandoned 1918
Bought Lewisburg & Tyrone RR's line Stover to Fairbrook, 20 miles, in 1929. Operation discontinued on the line 2-1-1933 and torn up 1942
Built Fairbrook to Krumrine, 1929-30, 6 1/2 miles. Op. discontinued 2-1-1933. Torn up 1942
Federal Government relaid Waddle to Scotia, 3 miles in 1944 and abandoned circa 1945-46.
Abandoned State College to National Gypsum plant 5 miles from Bellefonte 1915.
Railroad closed June 1982 when National Gypsum closed their plant and sold it.
Abandoned Bellefonte to National Gypsum (Watson's Crossing) 10-12-83. CLOSED 4-1984
I.C.C. authorized 8-1-1928 to build Struble to Fairbrook Branch of Penna. RR near Fairbrook 6 miles. Also acquire Penna. RR Fairbrook Branch to Tyrone. Penna. authorized aband. on 12-8-1927 Stover to Fairbrook, 18.3 miles. Bellefonte Central acq. line for potato traffic
I.C.C. authorize aband. 5-21-1941 Fairbrook Br., State College to Stover, 22.8 miles. Operation had been discontinued 2-1-1933; 7-18-1974 13.6 miles Chemical to State College

*1 mile to G...
Sld to
Nittany &
Bald Eagle
Valley RR*

Locomotives: Had 3 in 1894.

1	4-6-0 Baldwin 1886 8318	ex RR, B&B #1, acq. 1892	Disposition not sure, 1902 sold?
2	" or 4-4-0	" #2	" " " c. 1902-03
3	2-8-0 Altoona 1881 550	ex Pa. RR #846, H-1, acq. 2-1906 (also PaRR #140).	Disposition unknown.
4	4-6-0 Baldwin 1873 3289	ex Pa. #836, G-1, acq. 1893	Sold 1903?
5	2-8-0	ex Pa. RR class H-1 See below.	Sold 1912 (for scrap?)
6	4-4-0 Altoona 1886 1024	ex Pa. #1015, D-7, acq. 1902.	Sold Kishacoquillas Valley RR #5, 1920
7	2-8-0	ex Pa. class H-1 See below.	Sold 1910
8	4-4-0 Baldwin 1883 7008	unknown, acq. 1904; exchanged for #8 in 1905.	ex Richmond, Fredericksburg & Potomac RR #11, renumbered many times, acq. 1905
9	2-8-0 Altoona 1888 1250	ex Pa. #1159, H-3, acq. 1910.	Sold 1912 (for scrap?)
10	" " 1889 1391	" 1759, " " "	So. 1936
11	" " 1891 1708	" 196, " " "	So. 1926
12	" " "	ex ? " " 1912/13	So. 1928
13	" " 1888 1249	ex Pa. 4158, H-3 " 1920	Sold 1921? "
14	" " "	ex ? " " 1923	So. 1930
15	" Baldwin 1905 26354	ex ? " " 1928	So. 1931
16	" Rhode Is 02 26868	ex Lehigh & New England #18, acq. 1905	Sold 1949 to Coudersport & Port Allegheny #15
17	" " 1902 26896	ex Detroit, Toledo & Ironton #76, acq. 4-1930	Sold 1941 to Middletown & Unionville RR #7
18	" Richmond 09 46365	ex D.T.&I. #77, acq. 4-30	So. 1947
19	" " 1906 39618	ex C.&O. RR #651, 1022, acq. 1938	So. 1947-49
20	" " 1913 2666	ex C.&O. RR #576, 901, acq. 1940	"
21	" " 1908 1866	ex Pa. #3485, H-9, acq. 1946	So. 1953
22	" Baldwin 1913 40404	" #1691, " " 1947	So. 1953
5323	EMD 1953 18589	" #444, " " 1948	So. 1956
5624	" " 1956 21471	New 1200 hp.	

} To South Central Tenn. 29. 11/1983

100 0-4-0 steam car looking much like a horse car
100 steam car purchased from New York and New England RR #1 and #2
#1 and #2 are believed to have been bought from Empire Iron & Steel Co. of Bellefonte which had bought 2 H-1 in 1899 from Pa. RR #115 (Altoona 1876, cn 325) & #308 (Altoona 1879, cn 433)

*2 #1 4-6-0 ALTOONA 1869
#2 2-8-0 " 1882 706 " 1869 " 1903*

Bishop Lbr. Co.

Built in 1890s from Woodward on Pine Creek and Von Neida Run 7 or 8 miles; 36" gauge. Torn up 1898 or acquired by Laurelton Lbr. Co. Had 1 shay pulled overland 5 miles, about 12-12 tons. Apparently new from painting but not listed in Shay records.

Eyers Hopkins Lbr. Co. - see Snow Shoe & Little Sandy RR.

Central Pennsylvania RR

Inc. 5-11-1889 Mill Hall, Clinton Co., to Unionville, Centre Co., about 27 miles. Not built. Merged 9-11-1891 with Central Penna. RR Eastern Extension to form Central RR of Penna. Intended to connect Beech Creek RR (NYC) with iron business around Bellefonte area to compete with Penna. RR.

Central Pennsylvania RR Eastern Extension

Inc. 12-11-1890 Lamar, Clinton Co. to White Deer, Union County. Not built. Merged 9-11-1891 with Central Penna. RR to form Central RR of Pa. Intended to connect the Reading Ry. with the Bellefonte area iron furnaces.

Central Railroad of Pennsylvania

Inc. 9-11-1891 as merger of Central Penna. RR and C.Pa. RR Eastern Ext. Built Bellefonte to Mill Hall, 27.3 miles in 1892 and 1893, Milesburg Jct. toward Milesburg 1 mile. Not built - Lamar to White Deer. Opened 12-2-1893 to haul iron furnace output at Bellefonte to the New York Central RR. Within a few years the Misabe iron range replaced Bellefonte iron business and furnaces, and railroad quickly lost much of its business. Tied in with owners of Valentine Iron Furnace. Last passenger train 9-28-1918. Track removed 1919, except 2 miles Mill Hall to Salona which N.Y.C. took over to serve stone quarry - abandoned in 1950s.

Locomotives: Had 5 in 1896 but this decreased to 3 by 1904 and about 1908 increased to 4.

- 1 2nd hand
- 2 " O-6-O ?
- 3 "
- 4 4-8-0 Schen. 11-1893 new To haul iron ore, iron products. C.N. 4184
- 5 " " " " 4185
- 6 4-4-0 " " Built for Adirondack and St. Lawrence RR 4144
- 7 4-4-0 " " " " ex N.Y.C., acq. c. 1908. Instead shipped to C.R.FoP.

Centre Brick & Clay Co. - See Hayes Run Fire Brick Co.

Duncan, John: See Mifflin County

Forge Run RR

Inc. 6-7-1912 as 3 ft. gauge, 7 miles to a clay mine in Rush Twp. Owned by the Pennsylvania Fire Brick Co. (Forge Run now called Six Mile Run) Railroad built on roadbed of Ben Jones Lbr. Co. Torn up 1925. Photograph at its connection with Beech Creek RR shows three rails. Clay cars were brought down to the Beech Creek RR and evidently reloaded. Had two locomotives, both small rod engines. Photo shows large (relatively) O-6-OT at the junction which looks like a std. gauge engine, but evidently was not.

General Refractories: See Forge Run RR

Gotshall, Adam J.

Built a logging railroad from Penna. RR (Lewisburg & Tyrone) up Poe Creek, Pine Swamp Run, Little Poe Creek, and over into Panther Run, 42" gauge, about 1892. Sold out in 1900 to Reichley Bros. Had about 18 miles of track. Locomotives #? Cl. A. Climax 1892? new. Sold to A. J. Reichley, Poe Mills, 1900
1 O-4-0 Porter new? 10 tons. Transferred to Gotshall's operation at East Renovo, Pa.

COLEMAN LBR Co.

Gotshall, Adam J. 1925, 42" GAUGE.
Built a logging RR from N.Y.C. at Coleman Siding, Clinton County using an areal tram across Susquehanna River to Centre Co. where log railroad was built up several small runs. Sold to GOTTSMALL, removed 1934. Very marginal operation. Spruce and Bougher Runs.
Had 1 second hand Class A Climax which was scrapped in 1934.
Also, NEW BROOKVILLE O-4-0 GASOLENE B.L.T. 3-1925 3 1/2 TONS C.N. 633.

Hayes Run Fire Brick Co.

Served brick yard at Orviston and went 5 miles north, north west from Orviston up side of the mountain. 48" gauge. Built 1907. Torn up early 1930s. Company renamed Centre Brick & Clay Co. and later General Refractories. Brick plant closed in 1964.

Locomotives: Originally had a plane to bring clay cars down off the mountain but in 1907 built a railroad and a Heisler was bought, built 1907, new, c.n. 1138, 48" gauge. Also had several Porter saddle tank engines:

- # 0-4-OT Porter 1905 3212 new (probably worked at top of plane)
- #? 0-6-OT " 1917 5964 "

Hopkins and Weymouth: See Snow Shoe and Little Sandy RR

Jones Lbr. Co., Ben

Built a log railroad on Forge Run (Six Mile Run) near Wibburne, 6 miles to present Black Moshannon airport. Abandoned about 1898. Later relaid by Forge Run RR. Probably had a small rod engine.

Centre County

Linden Hall Lbr. Co.

Inc. 9-17-1895 as reorg. of partnership of Reitz and Whitmer and took over their log RR

Linden Hall to Bear Meadows, 5 miles. 36" gauge.

Built along Laurel Run and Shingleton Fr. in Huntingdon Co., about 15 miles. Torn up 1905

1	Cl. A	Climax	1892	ex Reitz & Whitmer Lbr.	Sc. prior 1900
2	"	B	1898	new, 20 tons	disposition unknown
3	"	B	1896	new, 25 tons	Sold White Deer Lbr. Co. #3, Union County

Lycoming Timber & Lumber Co.

Acquired assets of Smith, Glover and Duncan lumber partnership.

Built mouth of Eddy Lick on Beech Creek up Eddy Lick, then north east on top of mountain and down Middle Branch, Swamp Br. and Bear Run. Total 30 miles. Built 1890 and thereafter. Torn up 1905-06. Std. gauge

#81	Climax	1891	81	28 tons	New, Class B type with horizontal cylinders. Wrecked.
5	Heisler	1902-3	37	tons	New. Sold to a company at Provident Forge, Va. 1905-6
2	"	1897	c.n. 1011	2nd hand?	c.n. 1045
?	Shay			2nd hand?	
254	Climax	1900-1	c.n. 254	35 tons	ex E.P. Dalrymple #254, Port Allegheny, McKean Co. acq. 1904

McNitt Bros. & Co.

Built at Hecla in 1900 42" gauge along south side of Sand Ridge. Torn up 1902 and moved to Snyderstown. Locos. see McNitt Huyett.

McNitt Huyett Lbr.

Built at Snyderstown, 1903, 42" gauge and ran north and south along Sand Ridge 8-10 miles. Torn up 1909 and moved to Waddle. Losses see Waddle.

McNitt-Huyett Lbr. Co.

Built at Waddle, 1910 to Scotia using Bellefonte Central RR and then in various directions east, west, and south. Also Altro south 2 miles. Torn up 1920. Track got close to Stormsville. Mostly hardwood.

#1	Cl. A.	Climax	1900	15 tons	new. Used at Hecla and Snyderstown. Sold to Canal Coal Co., Bigler, Pa. 1909?
2	"	"	1903	18 "	new. Used at Snyderstown and Waddle. Sc. 1921
3	"	"	1909?	22 "	Used at Waddle. Sold to M.E. McNeal, Ore Hill, Pa. probablut 1920.

Moshannon Lbr. Co.

Built in early 1890s from near Gorton, maybe along Black Moshannon Creek several miles.

Nittany and Bald Eagle Valley RR

Inc. 7-9-1884 and took over former Penna. RR track Tyrone to Milesburg to Bellefonte and Lemont, 42 miles to serve cement plants and glass factory at Lemont. 8-1-84. 8-1887

Nittany Valley RR

Inc. 3-15-1887 from Penna. RR south of the center of city of Bellefonte east north east 4.8 miles to ore banks at Taylors and 2 miles to blast furnace.

Opened 1888 serving the Valentine Iron Co.

Railroad shut down 1914 when blast furnace closed. Had hauled limestone after iron ore had played out. Torn up mid 1920s. Do not know blast furnace branch location.

Locomotives: #1 unknown

2	"				
3	4-6-0	Baldwin	1872	2804	ex Central RR of N.J. #119-820, acq. 11-1903
1711	0-6-0	Altoona	1882	719	ex Pa. #1711, B-3

In 1899 Poors said 3 locos.

Two of the Bellefonte furnace companies had their own locomotives which might have been used by Nittany Valley RR

Bellefonte Furnace Co.	"Marion"	0-4-0	Baldwin	1893	13557
Emporium Iron & Steel Co.	#?	2-8-0	Altoona	1876	325 ex Pa. #115, acq. 7-1899 H-1
	"	"	"	1879	413 " 308 " 10-99 "

Pennsylvania Fire Brick Co. See Forge Run RR

One locomotive record says Talladega and Coosa Valley RR 4-6-0, Baldwin 1886, c.n. 7835 went to Forge Run RR. Very doubtful as locos remembered were small.

Poe Valley RR

Not inc. Owned by Reighley Bros. (Lbr.) who bought the railroad of Adam Gottschall in 1900 at Poe Mills, Centre Co. 42" gauge on Poe Creek and Panther Run.

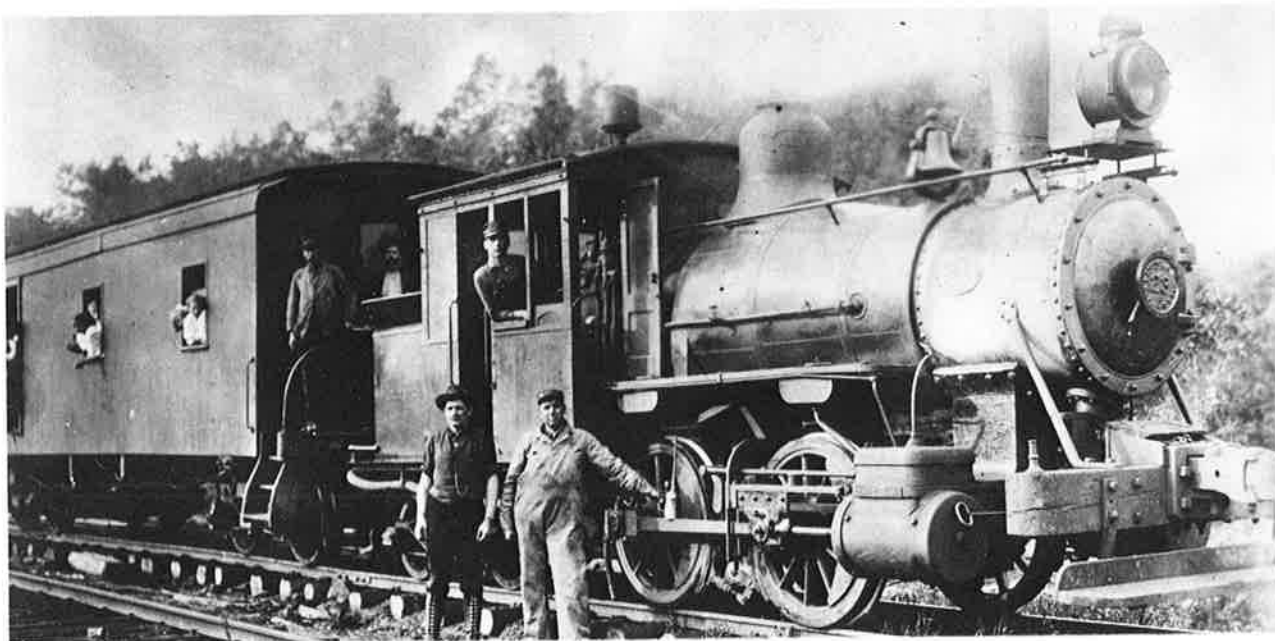
Reighley extended it and named it the Poe Valley RR to Kohler, Thickhead, Treaster, Sand Mtns. and Standing Stone Creek. He also acquired M.H. Kulp's logging RR on Standing Stone Creek and Laurel Creek to Milroy, Mifflin Co. Had 39 miles or more. Operated a loop from Milroy to Green Valley to Poe Mills to Thickhead Mtn to Standing Stone Creek to Milroy.

Abandoned 1909. Sold 12 miles Milroy to Detweiler Run, Mifflin Co. to Bebleheimer in 1909

#1	Cl. A	Climax	1892?	ex Gottshall, Poe Mills, acq. 1900.	Transferred to Reighley at Milroy, Mifflin Co. (both)
2	"	B	"	1899	new

Reitz and Whitmer

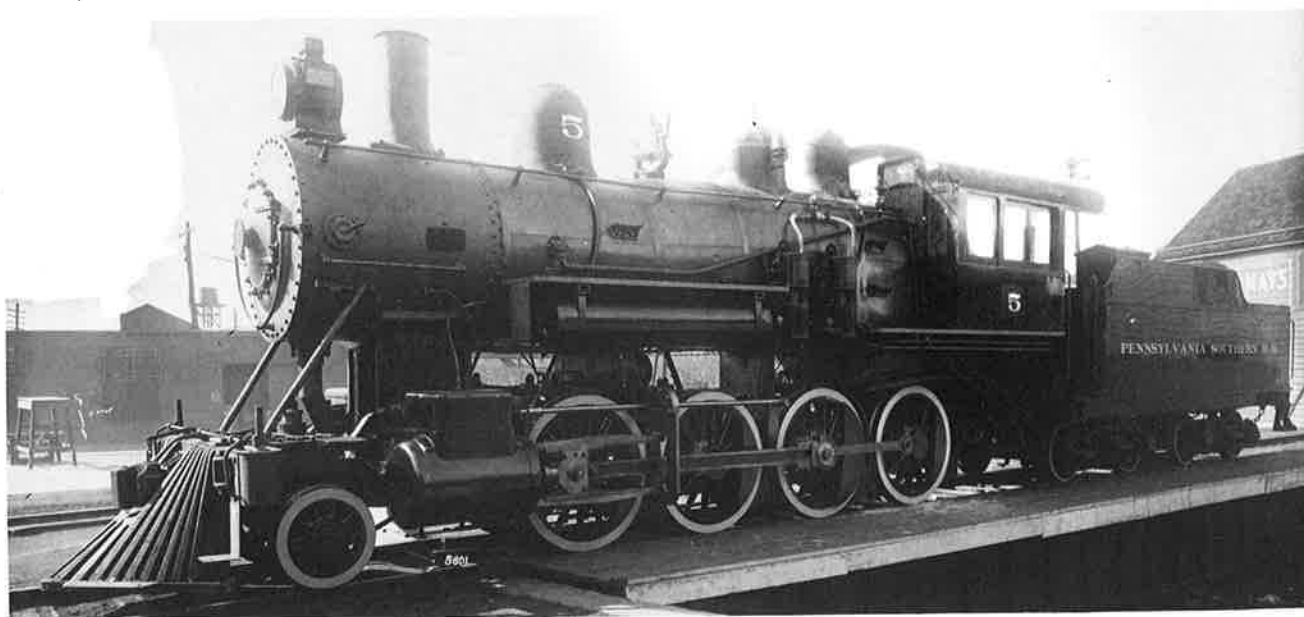
Built a horse tram in 1880s Linden Hall south to Bear Meadows, Potter and Harris Twnps, 5 miles. Bought a locomotive in 1892, Climax, type "A", 36 gauge. Railroad used wood rail. Reorganized 9-17-1895 as Linden Hall Lbr. Co.



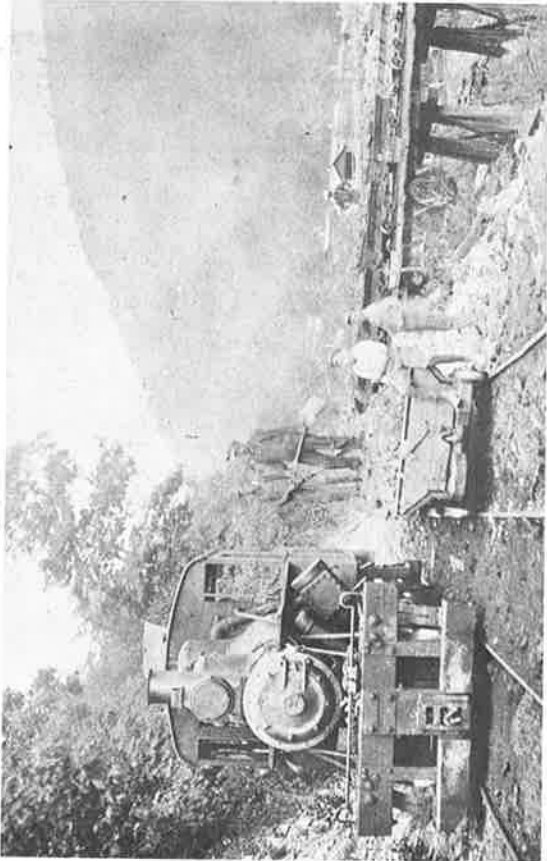
Hicks Run R.R. No. 23 with passenger car. The Rhode Island built locomotive was probably Kings County (New York City) Elevated Ry. No. 23. Benj. F. G. Kline, Jr.



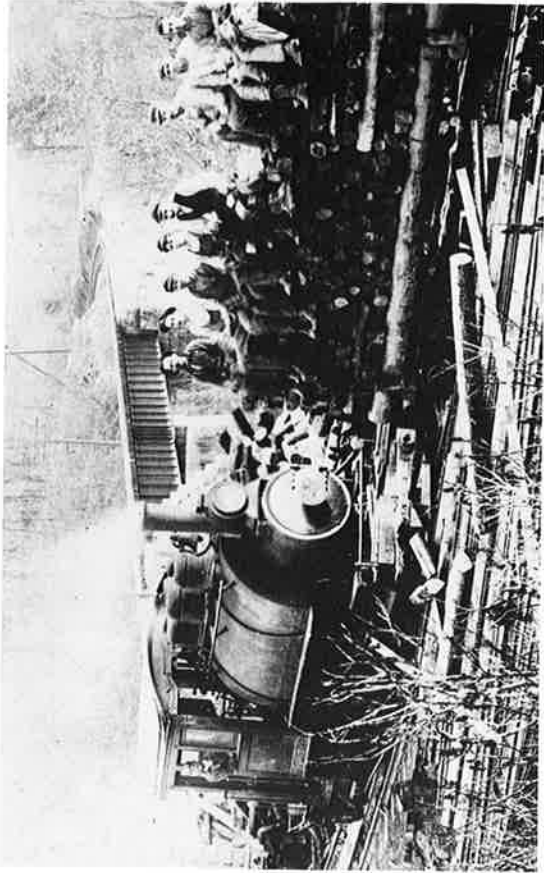
Nittany Valley RR No. 3, formerly C.N.J., switched cars and hauled iron ore and limestone from outside Bellefonte to its owner, Valentine Iron Co. furnace, in town. Benj. F. G. Kline, Jr.



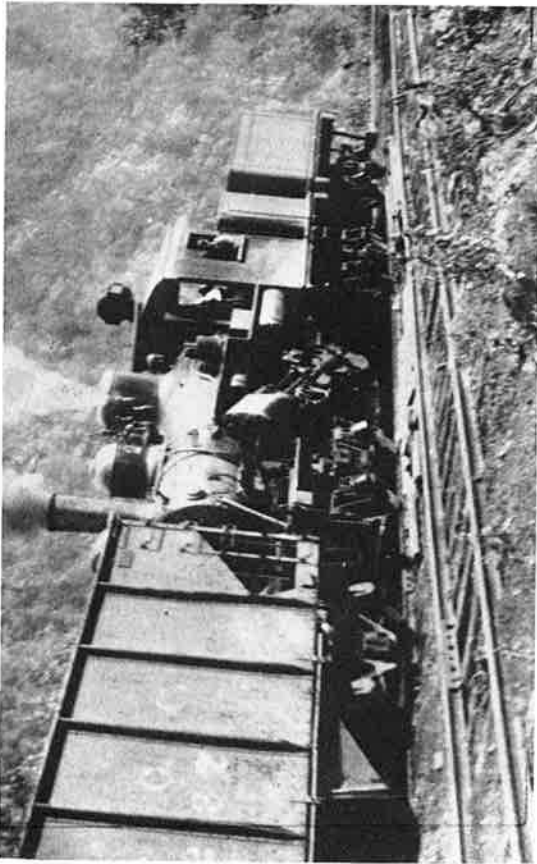
Pennsylvania Southern is one of several railroads comprising the Lake Erie, Franklin and Clarion RR. No. 5 was built in 1911. Alco Historic Photos



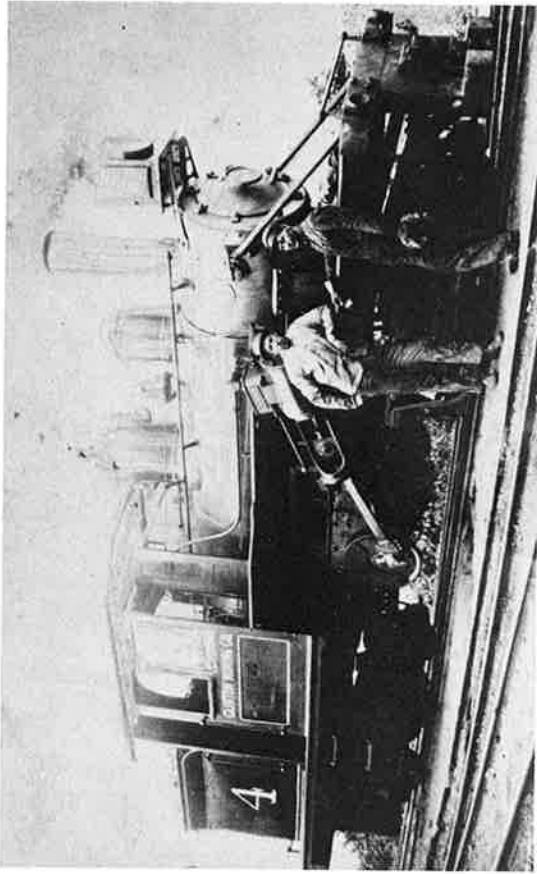
Hayes Run Fire Brick Co's. Heisler pauses beside loaded clay cars it has brought down the mountain to the brick plant at Orviston, Centre County. The company also owned several four wheel saddle tankers to work in the clay pits. The little cars probably held only a half ton and were loaded by pick and shovel.



Forge Run RR 0-6-0 was narrow gauge and has a carload of ties and rails at the junction with the New York Central RR in Rush Township, Centre County. The railroad served a clay mine of the Pennsylvania Fire Brick Company and was seven miles long. Forge Run, now renamed Six Mile Run, is in a very isolated area.



Blanchard Moshannon's big Climax served a coal mine on top of the mountain at Spruce in Clinton County. No. 2 was built in 1923 and hauled the big hoppers up and down the mountain for several years until the company went bankrupt.



Clinton Mining Company's #4 at Westport, Clinton County, hauled coal down to the Pennsylvania RR. The other engines were probably mine engines. Clinton County had more than 20 private railroads hauling coal, clay, and logs.

Smith, Glover & Duncan: See Lycoming Timber and Lbr. Co.

Snowshoe and Little Sandy RR
Not inc. Owned by Hopkins and Weymouth Lbr. (later Byers Hopkins). Built 1885 from Snow Shoe, Clarence up Little Sandy, 3 miles and later on Cherry Run, 3 miles. Torn up 1894-95. Had 1 loco. #1 O-4-2T Porter 1885 new no. 667. Disposition unknown.

Wallace Run Lbr. Co.
Built log RR from Glen Harris on Wallace Run near Gum Stump, 42" gauge, 1908. Torn up 1910. Had one old O-4-OT of unknown origin/disposition.

Paper Railroads

Philipsburg & Juniata RR. Inc. 3-16-1830. See Clearfield Co.

Bald Eagle & Nittany Valley Turnpike & Railroad Co.
Inc. 3-30-1831 to make a railroad or turnpike at Shank's bridge on Bald Eagle Creek to the Bellefonte and Great Island Road, Centre Co.
Suppl. 2-23-1832. Extend to Hublersville.

Rock Cabin and Tangascootac RR Inc. 4-4-1831 See Clinton Co.

Tangascootac Coal Co. Inc. 4-6-1833 See Clinton Co.

Lewisburg, Penns Valley & Hollidaysburg RR Inc. 4-1-1836. See Blair Co.

Quinns Run RR. Inc. 6-15-1836. See Clinton Co.

Lock Haven & Tyrone RR. Inc. 2-26-1853. See Clinton Co.

Moshannon Coal & Iron Co. Inc. 3-11-1855. See Blair Co.

Moshannon RR
Inc. 4-11-1863 Moshannon, Snow Shoe Twp to Bellefonte and Snowshoe RR at its western terminus and to build 6 miles north or west from Moshannon.
Suppl. 4-14-1864 extend Moshannon to Karthaus.
(Do not know if it laid any track which might then have been operated on by another RR.)

Sandy Lick RR
Inc. 8-18-1864 from westerly end of Tyrone & Clearfield RR to Brookville, Jefferson Co. to Allegheny River.

Philipsburg Coal, Iron & Oil Co. Inc. 3-13-1865. See Clearfield Co.

Beech Creek Coal, Iron & Petroleum Co.
Inc. 3-23-1865 to own land in Centre, Clearfield & Clinton Cos and build RR from Beech Creek to Susquehanna River.

Willow Bank & Burns Springs RR
Inc. 4-10-1867 Willow Bank, Centre Co. to Burns Springs, Mifflin Co.
Suppl. 3-28-1872 renamed Bellefonte & Lewistown RR.

Lock Haven, Nittany & Sugar Valley Narrow Gauge RR
Inc. 3-17-1871 Lock Haven to any point in Clinton or Centre Cos. within 40 miles. Gauge not to exceed 40".

Bellefonte & Lewistown RR
Inc. 3-28-1872 as name change of Willow Bank and Burns Spring RR.

Lock Haven and Clearfield RR Inc. 11-8-1879 See Clinton Co.

Cato and Beech Creek RR

Inc. 3-16-1880 Cato, Centre Co. to Jersey Shore, Lycoming Co., 40 miles.

Susquehanna, Pittsburgh & Western Ry. Inc. 7-25-1881 See Allegheny Co.

Nittany Valley Ry
Inc. 10-18-1881 Bellefonte to Penna ore banks in Spring Twp, 3½ miles, 3' gauge.

Williamsport and Clearfield RR
Inc. 7-5-1882 Cato and Beech Creek RR in Centre Co. to Clearfield, 30 miles

Susquehanna & Allegheny RR Inc. 2-27-1883 See Jefferson Co.

New York & Bloomsburg & Western RR Inc. 3-22-1886 See Carbon Co.

Bellefonte & Eastern RR
Inc. 10-18-1886 Milton, Northumberland Co. to Bellefonte, Centre Co., 50 miles

Pittsburgh, Beech Creek & Eastern RR Inc. 5-21-1889 See Clinton Co.

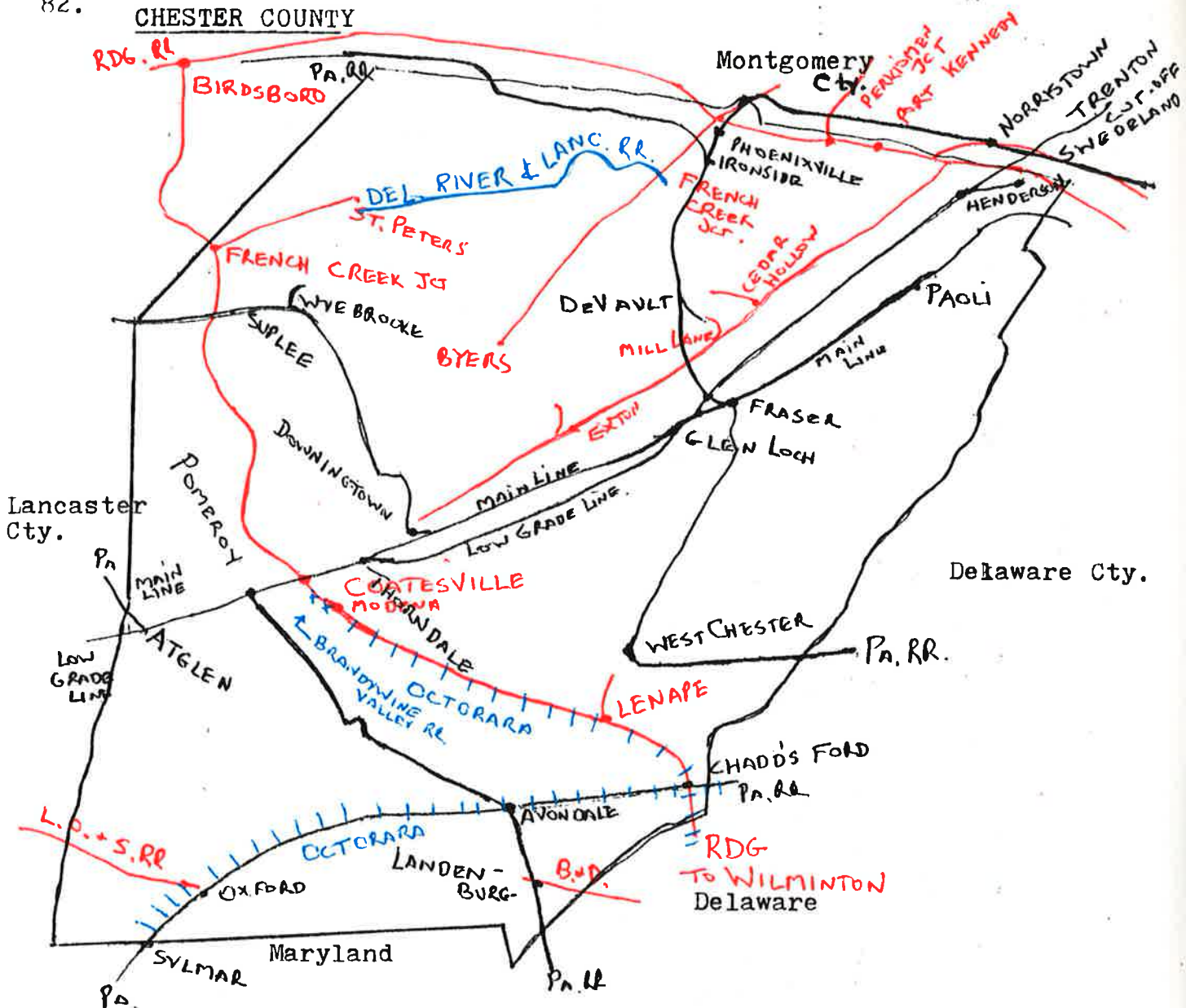
Pittsburgh, Beech Creek & New York RR Inc. 10-24-1889 See Clinton Co.

Bellefonte & Clearfield RR
Inc. 12-30-1895 Milesburg to Clearfield, 56 miles

Susquehanna Central Ry.
Inc. 1-15-1906 Clearfield and Mahoning Ry. at Clearfield to P.&E.RR at Queen Run, Allison Twp, Clinton Co., 100 miles. See page 55, Susquehanna Central Ry.

Moshannon Central RR
Inc. 3-29-1913 Morrisdale Br. of Pa. RR at Goldstream Run, then south & east in Rush Twp. 5 miles.

CHESTER COUNTY

Delaware River and Lancaster RR

Inc. 3-24-1868 Point Pleasant, Bucks County to Phoenixville to Lancaster and railroad bridge to N.J. over Delaware River.

Suppl. 4-4-1872 designates different route Point Pleasant to Lancaster, 83 miles. Not built at this time.

Built 1892 French Creek Jct. Near Phoenixville to St. Peters, 11 miles, to serve quarry.

(no record of a new incorporation.) Connected with Wilmington & Northern RR at St. Peters and was operated by them, using a Reading locomotive.

Operations discontinued Dec. 1, 1893 and torn up 1895. Corp. dissolved 1895

Lancaster, Oxford & Southern RR See Lancaster Co.

Octoraro Ry.

Inc. 12-10-1973 and in 1976 took over Penn Central (Conrail) line from Wawa, Delaware Co. to Rock, Del. (built by Philadelphia and Baltimore Central RR)

In Jan. 1977 took over Reading Ry. line built by Wilmington and Northern RR from Wilmington Del. to Modena where it connects with Brandywine Valley RR which took over W&N track to Coatesville.

Track from Chadds Ford to Sylmar is owned by state of Pa. as is former Rdg. line.

Wawa to

Locos: See Appendix 5

Brandywine Valley RR

Inc. by Lukens Steel and took over Reading RR's line from Coatesville south 3.6 miles to Modena. Serves Lukens Steel at Coatesville and several other shippers. Acq. line in 1982, MAR. 1

Locos: SEE APPENDIX 5

Paper Railroads

The Presidents, Directors, and Company of the Pennsylvania Railroad

Inc. 3-31-1823 Philadelphia to Columbia.
 (This is the first railroad incorporated in Pennsylvania.)
 6000 shares @ \$100, 40 foot right of way. Will not pass thru a cemetery, church or any dwelling house or any other building over \$300 without owners consent. Maximum grade 2°
 To be superintended by John Stevens (of Hoboken, NJ). Maximum freight rate west bound 7¢ per ton mile, east bound 3 1/2¢.

Columbia, Lancaster & Philadelphia RR

Inc. 4-7-1826 Columbia to Lancaster to west side of Schuylkill River. RR grade to be 2/10" per yard. Planes to be 2" /yard. Public highway. Upon completion of five miles it can be opened.

Oxford Rail Road Company of Chester County

Inc. 4-11-1827 Hopewell to Quarries in West Marlborough Twnp and to Pecqua Valley near Octaric meeting house and also extend thru East and West Nottingham Twnp to Maryland line.

Oxford RR

Inc. 6-9-1832 to begin from Penna RR at some point between Coatesville, Chester Co. and Gap Tavern, Lancaster Co. to Maryland state line toward Port Deposit.
 Grade limited to 30 feet per mile except where stationary or other power be adapted. Maximum rate 3¢/ton mile; 3¢/passenger mile.
 Act. 4-1-1836 Company can merge with the Cecil County RR (inc. in Md.) as the Philadelphia and Port Deposit RR.

West Chester Extended RR

Inc. 4-9-1833 to build railroad tracks connecting with the West Chester RR to any point in the borough of West Chester. To be operated by the West Chester RR. (not known if built)

West Chester & Port Deposit RR

Inc. 4-15-1835 West Chester to Maryland state line on a route toward Port Deposit.

Reading and Brandywine RR

Inc. 1-12-1836 Downingtown on P.&C.RR to Reading.
 Suppl. 3-31-1836 to locate at Phoenixville, Chester Co. to Chester Springs in Pikeland Twnp

Chester & Delaware County RR

Inc. 3-30-1836 Chester at the Delaware River along Chester Creek to Phila. & Columbia RR near West Chester

Philadelphia and Port Deposit RR

Inc. 4-1-1836 as a merger of Oxford RR and the Cecil County RR (Md.) to run from Pa. RR between Coatesville and Gap Tavern to Port Deposit.

Dividing Ridge RR

Inc. 3-26-1839 between Cap and Parkesburg on Phila. & Columbia RR, Chester Co. to Cochranville, Jennerville, New London, and Kimbleville to state line and the Wilm. & Susq. RR

Lancaster, Lebanon & Pine Grove RR Inc. 3-28-1846. See Berks Co.

Chester Creek RR

Inc. 4-1-1848 but never listed in the Acts of Pa.
 Suppl. 4-15-1850 Time for completion is extended

Cornwall & Phoenixville RR Inc. 4-21-1852 See Lebanon Co.

Brandywine RR Inc. 3-23-1854 See Berks Co.

Keystone RR & Canal Co.

Act. 4-27-1854 authorizes state to sell the Phila. & Columbia RR, canal, Allegheny Portage RR and canal to Pittsburg. If sold in a single entity, it is to be given the above name.

Octoraro & Quarryville RR

Inc. 3-16-1864 Penningtonville, Chester Co. on Pa. RR to Quarryville, Lancaster Co.

Phoenix Mining RR

Inc. 4-23-1864 by the Phoenix Iron Co., Phoenixville, Chester Co. to any other RR in the county.

Delaware and Pennsylvania State Line RR

Inc. Can't find.
 Suppl. 3-16-1866 may connect with Berks and Chester RR and consolidate
 Suppl. 4-17-1869 May connect with Wilmington and Western RR (of Delaware.)

Delaware River and Lancaster RR Inc. 3-24-1868. See Bucks Co.

Doe Run & White Clay Creek RR

Inc. 3-24-1868 Parkesburg, Chester Co. along Buck Run and White Clay Creek to state line.

United States Iron Armour and Steel Mfg. Co.

Inc. 2-4-1870 in Chester Co.
 Suppl. 4-5-1870 may construct RR up to 5 miles to connect with P.W.&B.RR or Chester Creek RR.

84. Chester County

West Chester and Phoenixville RR

Inc. 3-0-1870 West Chester to Steamboat Sta on Penna. Central RR, Chester Co. to Phoenixville, 14 miles. (Intended to give reisdnets of northern Chester Co. a connection with the county seat.)

Conestoga Valley RR

Inc. 2-28-1871 from Reading & Columbia RR in Penn or Warwick Twnp, Lancaster Co. to Springfield, Chester Co. or Wilmington & Reading RR.

Media & Chester Narrow Gauge RR

Inc. 5-25-1871 Media to Chester, Chester Co.

Delaware County RR Inc. 3-8-1872 See Delaware Co.

Pennsylvania & Lehigh RR

Inc. 4-3-1872 Parksburg, Chester Co. to L. V. RR in Lehigh County. (intended to connect I.VRR to Pa. RR.)

Chester Creek & Brandywine RR

Inc. 8-11-1873 from West Chester & Phila. RR at Street Road Sta. west to Brandywine and Pacopen Creeks, 5 miles.

Reading and Chesapeake Coal & Ry. Co. Inc. 3-14-1881 See Berks Co.

New Germantown, Norristown and Phoenixville RR Inc. 8-10-1881 See Montgomery Co.

Philadelphia, Newton Square and Chester RR
Inc. 11-30-1885 Phila. to West Chester, 30 miles.

Philadelphia, Newton Square and Chester RR
Inc. 3-23-1886 from B. & P. RR, Delaware County near Bobbs Creek to West Chester, 25 mi.

Philadelphia and West Chester RR
Inc. 4-9-1892 West Chester to Exton Sta. on Chester Valley RR, 6 miles

Chester and Delaware RR
Inc. 9-4-1894 Phila. at Cobbs Creek west thru Homerford Twnp to Delaware Co. to near Paoli, 15 miles

Philadelphia, West Chester & Lancaster RR
Inc. 10-31-1895 Phila. to Lancaster via Uniondale, Quarryville, 80 miles

Chester County Central RR
Inc. 12-9-1896 Phila. to West Chester and Branch, 23 miles.

O'Connell RR
Inc. 10-21-1903 Caln Twnp 4 miles, Chester Co. Corp. dissolved 1905-06

Philadelphia Terminal RR
Inc. 7-1-1904 Williston Twnp, Chester Co. to Eddystone, Del. Co., 28 miles. Corp dis. 1907

Colonial Springs & Phoenixville RR
Inc. 11-23-1905 Valley Forge to Phoenixville, 5 miles. Corp. dis. 1908-09

Valley Forge RR
Inc. 11-23-1905 Gladwyne to Valley Forge, 15 miles. Corp. dis. 1908-09

Coatesville & Eastern RR
Inc. 2-27-1906 Coatesville to end, 3 miles (probably electric). Corp. dis. 1906

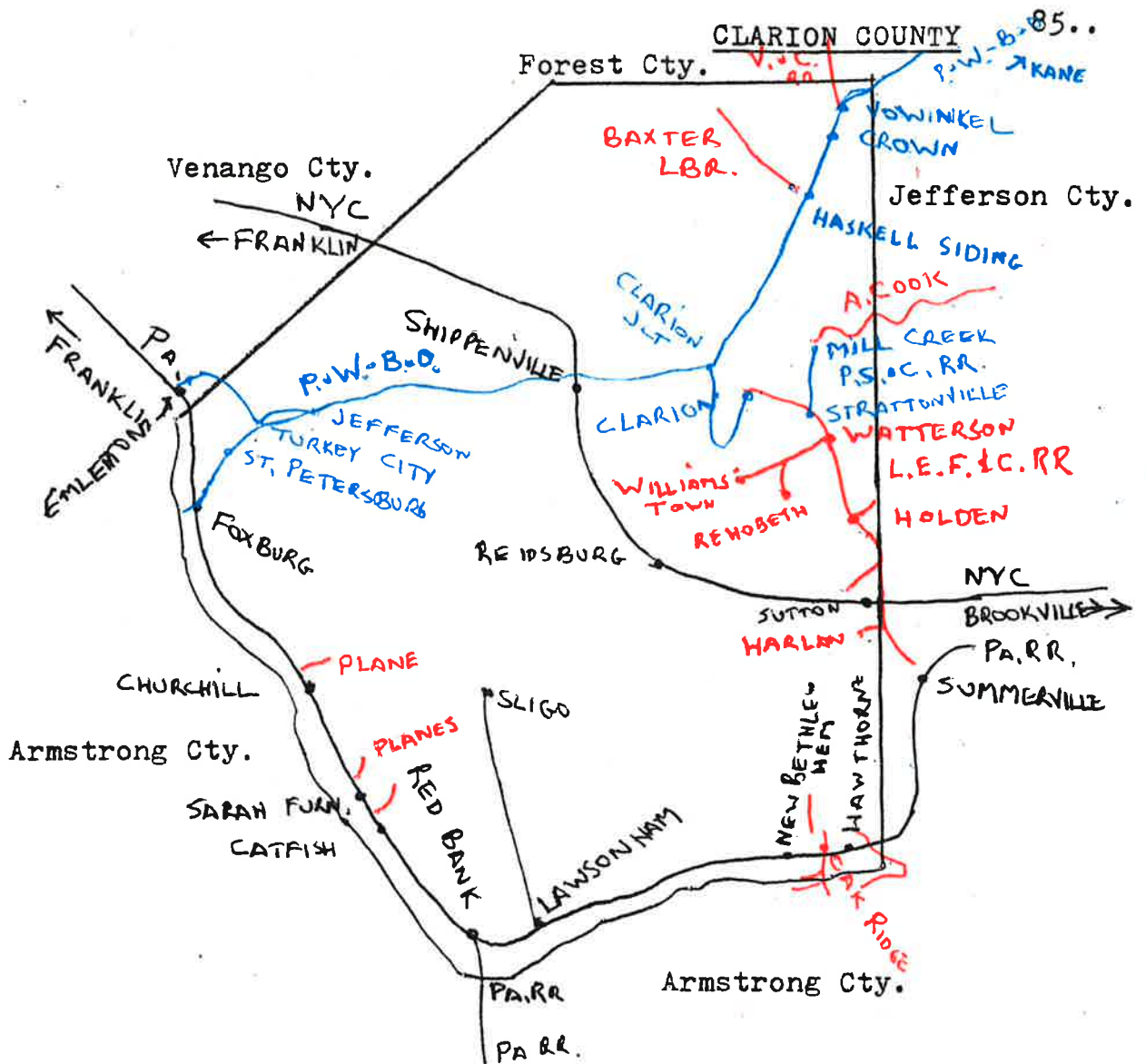
Coatesville, Thorndale & Downingtown RR
Inc. 8-25-1906 Coatesville to Downingtown 5 miles. (probably electric). Corp. dis 1906-7

Kennett & Coatesville RR
Inc. 2-1-1907 Kennett Square to Coatesville, 12 miles. Corp. dis. 1914

BUSIEST ENGINE TERMINALS

It is believed that possibly the two busiest engine terminals (based on number of locomotive movements) were in Pennsylvania. Altoona was probably the busiest in the nation with its two west bound tracks dispatching freights just about as fast as they could be run out of there. About 1904 the Pennsylvania relaid their paralleling line from Hollidaysburg (Muleshoe) to give them three tracks. Every freight had four engines.

The second busiest location may have been Scranton where the Lackawanna had to push both east and west bound freights out of the valley with four or five engines on the numerous coal trains back in the days prior to the arrival of the larger 2-8-2s. In addition the railroad had many mine run locals serving coal mines around Scranton and the branch down to Kingston and there were about 30 passenger and milk trains on the main line and Bloomsburg branch.



Clarion County has considerable coal. Between Hawthorne and New Bethlehem were 3 or 4 coal companies having one to two miles of track and Shay or Heisler locomotives. (See Armstrong County). Between Red Bank and Foxburg the topographic map shows three short spurs of $\frac{1}{2}$ mile or so evidently for coal. Several are very steep and so probably were planes with rail lines on top,

The NYC line was built about 1906 as a bridge route for coal from Jefferson County. The P&W-B&O was narrow gauge serving saw mills along it and Clarion borough. The bridge over the Clarion was poor, and caused Gen. Miller to build what became the Lake Erie, Franklin & Clarion RR to serve the community.

Baxter Lbr. Co.

Organized May 1915.

Built std. gauge line in 1915 from Haskell Siding on P&W, about two miles north of Leeper, into Little Coon Creek about 3-4 miles. Torn up 1920

#1 Cl. B. Climax 1915 20 tons New. Sold to Filmore Iron & Steel Co, Pittsburg

A. Cooks Sons (Lbr.)

Not inc.

Built from Mill Creek up Mill Creek about 10-12 miles to Jefferson County line.

Sold 1910 or 1911 to Charles Miller and incorporated as Pennsylvania Northern RR (later Lake Erie, Franklin & Clarion RR). Std. g.

1c 2 Tr.	Shay	465	37 tons	ex South Branch RR, McKean Co.. Sold to Penna. Southern RR (which operated the Pa. Nor.)
2 "	"	1906	1741 40 "	New. Sold to Coleman, Harter & McCormick Lbr, Forest Co.
3 "	"		42 "	ex A. W. Cook, Brookville (Brookville RR), Jeff. County maybe. Disposition unknown.

V. & C. RR - See Forest County, Vowinkel & Crown RR

Lake Erie, Franklin and Clarion RR

This coal road is a combination of other companies, and is the only independent common carrier to operate in the county. Initially it merely served Clarion. Coal mining did not develop until after 1910

Clarion & Summerville RR

Inc. 12-31-1900, Clarion to Summerville in Jefferson County. Not built. Intended to give Clarion a connection with Pa. RR. Name changed May 1901 to Clarion, Summerville & Pittsburgh RR.

Clarion, Summerville & Pittsburgh RR

Inc. 5-13-1901 as change of name of Clarion & Summerville RR. Some grading done in 1901

Name changed 9-4-1903 to Pittsburgh, Summerville & Clarion RR when RR rights sold

Pittsburgh, Summerville & Clarion RR

Inc. 9-4-1903 Summerville to Clarion, 17 miles and Strattonville to Mill Creek, 4 miles. Name change of Clarion, Summerville & Pittsburgh RR.

Built 1904 as above. Line up to Mill Creek probably served a saw mill

Had locomotives, but they were second hand apparently. 3 engines

Leased 12-31-1910 to Penna. Southern RR and reorg. 9-7-1912 as Pa., Clarion & Franklin RR. Reorg. with same name 12-29-1904 by merging in Clarion & Jefferson RR (no track)

1	2-8-0	Altoona	1880	510	ex Pa.	6457	H-1	acq.	4-1904	Became Penna. Sou.	#1
2	"	"	"	493	"	6452	"	"	8-1904	"	#2
3	4-4-0	"	1886	1046	"	6439	D-8b	"	1-1906	"	#3

Pennsylvania Southern RR

Inc. 10-29-1910 and leased on 12-31-1910 Pittsburgh, Summerville & Clarion RR. Reorg. 11-10-1913 as the Lake Erie, Franklin & Clarion RR along with Pitts, Clarion & Franklin RR and Penna. Northern RR.

#1 ex P.S.&C.RR 2-8-0 #1 Do not know if became LEP&C

2 " " #2

3 " " 4-4-0 #3

4 4-6-0 Brooks 1892 2079 ex L.S.&M.S. #586, later NYC 5165, acq. 1912. To LEP&C

5 2-8-0 Schen. 1911 49926 new

? 2 Tr. Shay 1894 465 ex A. Cook Lbr. #3?

Penna. Southern Inc. to run from Holden on P.S.&C. to NYC at Clarion-Jeff. county line.

Clarion and Jefferson RR

Inc. 10-11-1904 mouth Mill Creek to P.S.&C. RR northeast thru Clarion, Jeff. & Elk Cos to P. S.&N.R.R. at Hallton, 30 miles. Merged 12-29-1904 into the Pitts, Summerville & Clarion RR. No track or locos.

Pittsburgh, Clarion & Franklin RR

Inc. 9-7-1912 as reorg. of Pitts, Summerville & Clarion RR. Company was being operated by the Pennsylvania Southern RR and so had no equipment. Ran from Clarion to Summerville and up to Mill Creek.

Pennsylvania Northern RR

Inc. 11-13-1911 to acquire A. Cook's logging railroad along Mill Creek from Mill Creek, 11 miles. Build Hallton to Clarion build with br. up Mill Creek, 50 miles total. Merged 11-10-1913 with Penna. Southern RR and Pitts, Clarion & Franklin RR to form

Lake Erie, Franklin & Clarion RR

Inc. 11-10-1913 as merger of Pa. Northern RR, Pa. Southern RR, and Pitts, Clarion & Franklin RR

Trackage: Summerville to Clarion, 15.0 miles

Heidrick Jct. to Sutton, 1 mile

Strattonville to Mill Creek to end of line 13.7 miles (built 1913 by Pa. Northern for coal)

Madison Br., Elss to Harvey Mines 1.7 miles

Clarion and Franklin until discontinued 12-31-1924.

over NYC from Sutton to Reidsburg Jct. so as to reach a mine branch until 1936

Not known why Cook's logging RR purchased unless there was some coal on it. This line was torn up, 1916 or 1917, for its 10 miles from Mill Creek.

Aband. Strattonville to Mill Creek about 1925, 3.1 miles. Aband. Elss Jct. to Harvey, .8

Coal mines at Holden and borough of Clarion provided the main traffic. mile, ICC auth. 27-39

Built after 1913 was coal branch from Watterson southwest to Williamstown and Rehobeth, several miles. Don't know when removed.

In 1924 reported branches to Mill Creek, 3.1 miles, Reed Br. Jct. to Alton Mine, 1.1 mil

and Reidsburg Jct. to Alsacs. 3.0 miles (ran off the NYC, but don't know where)

#1,2,3 would have been Penna. Southern if they were acquired.

4 4-6-0 Brooks 1892 2079 ex Pa. Southern RR #4

5 2-8-0 Schen 1911 49926 " #5

? 2 Tr. Shay 1894 465 " "

22 diesel Alco 1951 79347 at M. St. L. 2951, acq. 1957 1000HP

5 2-8-0 Baldwin 1913 40026 ex Pa. RR #2623, ol. wgs, acq.?

20 diesel Alco 1949 76797 New 1000 hp. road switcher

21 " " 1950 78241 " "

30 2-8-0 Pitts. 1911 49946 ex B&LE #327, acq. 1936

32 " " " 49951 " 332 " 1937

35 " " " 49946 " 327 " "

38 " " " 49948 " 329 " 1939

39 " " " 49958 " 339 " 1941

50 " " " 49970 " 351 " 1948

97 4-4-0 Baldwin 1921 54886 New

98 2-8-0 " " 54422 " "

99 " " 1913 40945 " "General Miller"

100 4-6-0 Brooks 1914 54631 " "General Miller"

101 2-8-0 " 1915 55037 " J. T. Odell"

102 4-6-0 " 1891 2014 ex NYC #5040 (LS&MS #567), acq. 1918

122 2-8-0 Pittsburgh 1905 30741 ex B&LE #118, acq. 1935

23 1500HP END 1971 37294 NEW

Brill rail bus bought 1925.

99&100 carried the same name.

ADDITION DIESEL LOCS SEE AGENDA #5

Paper Railroads

Mahoning and French Creek RR. Inc. 5-26-1863. See Armstrong Co.

Oil Creek & Ridgway RR Inc. 7-24-1863 See Venango Co.

Clarion County RR
Inc. 2-1-1871 Clarion to between mouths of Redbank Creek and Clarion River or Lawsonham.

Tylersburg RR & Coal Co.
Inc. 4-4-1872 from Phila. & Erie RR between Warren and Ridgway to Tylersburg, Clarion Co.

Parker City, Edensburg & Oil City RR Inc. 12-7-1876 See Armstrong Co.

Clarion Extension of the Emonton and Shippenville RR
Inc. 2-16-1877 Shippenville, Clarion Co. to Clarion, 5 miles.

Allegheny & Susquehanna RR
Inc. 8-10-1881 opp. mouth Red Bank Creek on Allegheny River to Brookville, GaffCo., 50 mi

Allegheny & Clarion Ry
Inc. 2-9-1882 Eagle Rock, Venango Co. to New Bethlehem, Clarion Co. 50 miles 3' ga.

Parker and Cleveland RR Inc. 3-20-1882 See Butler Co.

Tionesta and Clarion RR
Inc. 7-10-1882 Eagle Rock to Fairmount, Clarion Co., 50 miles

Allegheny & Western RR Inc. 4-11-1883 See Butler Co.

Ridgway and Oil City RR Inc. 5-11-1883 See Elk Co.

Pittsburgh, Beech Creek & New York RR Inc. 10-24-1889 See Clinton Co.

New York, Philadelphia and Chicago RR Inc. 8-30-1890 See Venango Co.

Pittsburgh, Beech Creek & Eastern RR Inc. 5-21-1889 See Clinton Co.

Pittsburgh, Bradys Bend and Lake Erie RR Inc. 12-18-1894 See Armstrong Co.

Clearfield CountyClearfield County

Alder Run RR
Not inc. Owned by Whitmer Steele Lbr. Co. and served as an extension of their incorporated Morrisdale Ry. Built from end of Morrisdale Ry. down Alder Run to Susquehanna River with spurs up various runs. 42" g. built 1909. Abandoned 1916. Locomotives - see Morrisdale Ry.

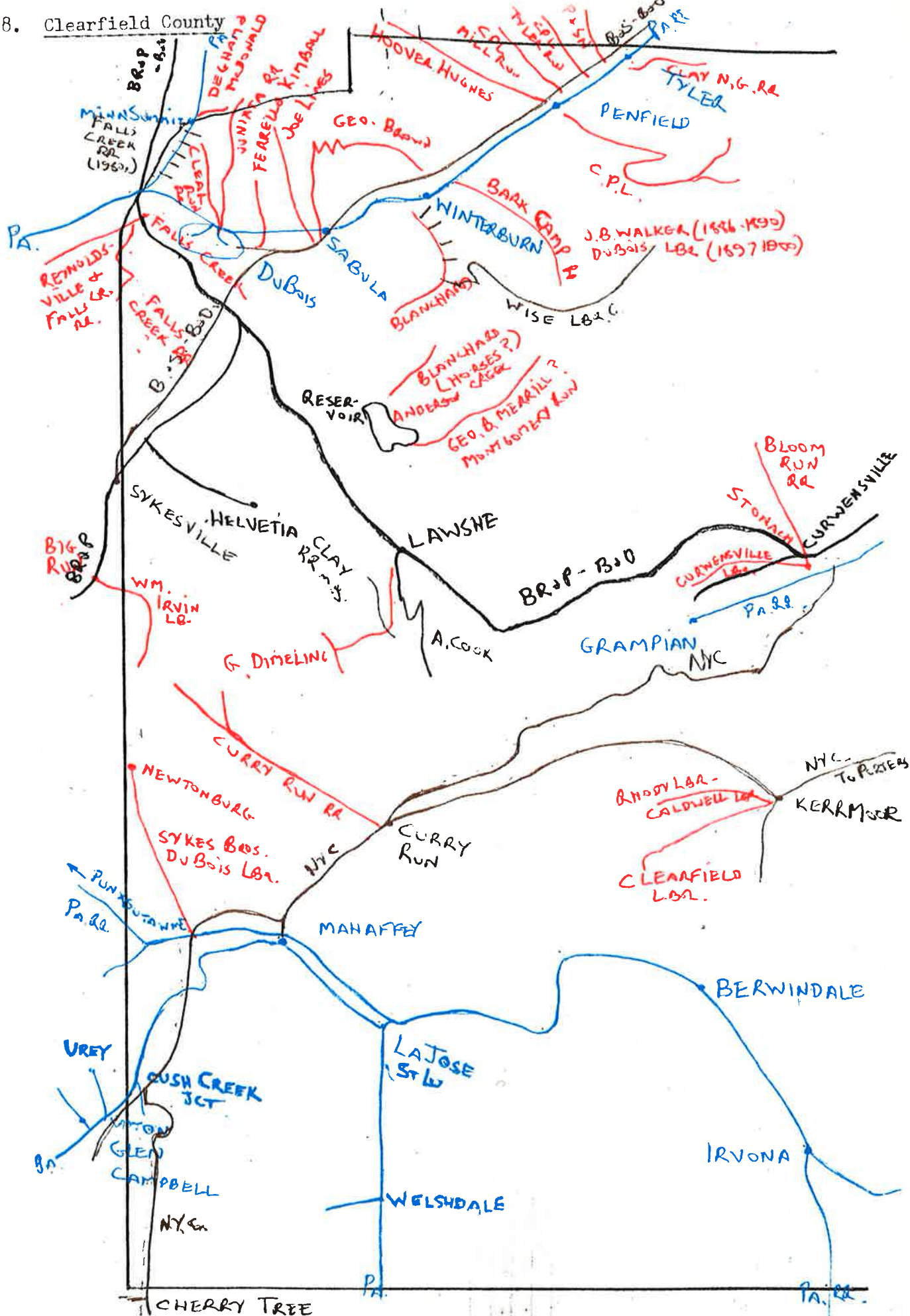
Anderson Creek RR
Not inc. Owned by George B. Merrill as a logging railroad who was a jobber for DuBois Lbr Co. 36" gauge
Built from Homecamp, Union Twnp up Montgomery Run and on Anderson Creek at unknown location 1884 or earlier. Torn up about 1890
#1 0-4-2T Porter 1884 CN 662 12 tons New. Disposition unknown
#2 unknown.

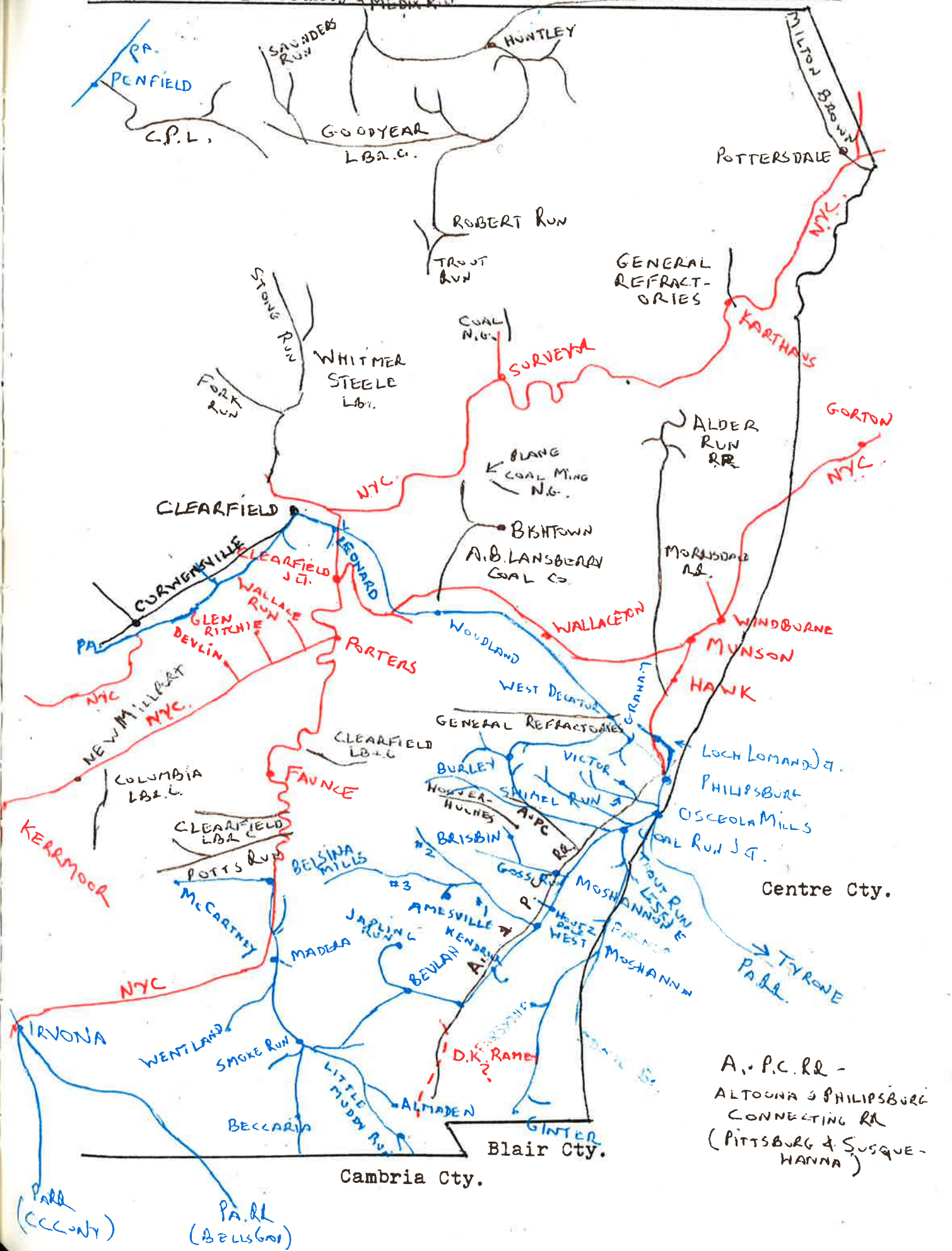
Park Camp RR
Not inc. Owned by Joseph B. Walker (Lbr.)
Built from near Winterburne, Huston Twnp up Park Camp Run, 4 1/2 miles. Std. G., built 1885-6
Torn up 1891? About 1897 track relaid by John E. DuBois for several years.
#1 0-4-OT Porter 1880 CN 390 ex George E. Williams, Kersey Run, Elk Co. Disposition unknown

Blanchard (Chas.) Coal & Lbr. RR. (BLANCHARD EXTENSION R.R.)
Not inc. Owned by Chas. Blanchard who had a saw mill
Built from Winterburne up South Branch 4 or 5 miles about 1882?. Torn up about 1892.
Built on Anderson Creek 2 miles in Union Twnp near Home Camp in the 1876-1880 period. ~~This~~
~~may have been horses.~~ Std. gauge.
Faldwin records show #1 2-6-0 1888 c.n. 9106 sold to Blanchard (but not be same operation)
0-4-0 7-76 3938 "FLORENCE"

Bloom Run RR
Inc. 6-24-1902 Stonach north to Whittaker Quarry, 5 miles. Owned by Conemaugh Stone Co.
Railroad served quarry on top of mountain overlooking Bloom on BR&P and Anderson Creek.
Abandoned between 7-1-1908 and 6-30-1909
#100 2 Tr. Shay 6-1902 New. To H. S. Kerbaugh, Safe Harbor, Pa. in 1905?
Water Sou. Mineral, Land & Lbr.
May be NYC engine at junction or BR&P

48 0-6-0
? 0-6-OT
Kerbaugh owned Conemaugh Stone Co. and transferred the engine to Safe Harbor where he was working on Penna. RR new line





A.P.C. RR -
 ALTOONA & PHILIPSBURG
 CONNECTING RR
 (PITTSBURG & SUSQUE-
 HANNA)

PA RR (CLL-NT)
 PA RR (BELLS GOR)

Brown, George

Brown was a jobber for John E. DuBois Lbr. Built a tram road from Sabula up Sand Lick Creek and east into Hoyt Branch of Heath Run, 6 miles, 1896. Torn up 1898-1900. 36" gauge. Had one locomotive referred to as a stem winder.

Brown, Milton

Had an uninc. RR from Potterdale up Upper Three Run, 6 to 8 miles for his saw mill at Potterdale. Torn up about 1910, built about 1900, narrow gauge. Unknown locomotives.

Caldwell Lbr. Co.

Not inc. Built Kerrmoor up Watts Branch of Clearfield Creek, 5 miles, about 1922. Sold to Rhody Lbr. Co. about 1923. Had one gasoline mechanical locomotive probably built for

Central Pennsylvania Lbr. Co.

Had several logging railroads in Clearfield County in the Penfield area with the logs being taken to Williamsport.

Penfield - up Moose Run and into Laurel Run. Built 1909 and torn up 1911, 6-8 miles near Penfield up Mill Run, 3 or 4 miles, built 1911, torn up 1912

" " " Tyler Run " " "

60 2 Tr. Climax see Lycoming Co. for specs
61 " " "
63 " Shay " "

Clear Run RR

Not inc. Owned by John E. DuBois Lbr. Co.

Built from DuBois up Clear Run about 1882, 4 miles. Std gauge. Torn up about 1890

? DuBois Mach. Shop unknown
1 0-4-2T Porter 1883 554 9 tons Transferred to Juniata RR
2 " Baldwin 1889 10362 "

Clearfield Lbr. Co.

Inc? 1886

Built off of Little Clearfield Creek near Kerrmoor on Watts Branch in 1888, n.g. and std. g. Torn up 1893.

Built from La Jose (Newburg) 1893 std. g. on Wilson Run and up Snyder Run several miles west of La Jose. Torn up 1898 about.

Built from Faunce on Totts Run, Lost Run and others 1898. Torn up about 1905

1 0-4-2T Porter 1887 845 New May have been sold to Vinton Lbr, Cambria Co.
2? " " 1897 1751 New "

Columbia Lbr. Co.

Not inc. Built New Millport on Orr's Run, 3 miles, 1905, 36" gauge. Torn up about 1910.

Used a second hand 0-4-0 " 2 0-4-0T Vulcan 5-1906 876 NEW

Cooks Sons, Inc., A.

Bought in 1901 the logging railroad of Dimeling and Co. at Lawshe on Little Anderson Creek and Bell Run. Std. gauge. Torn up 1906. Had a two truck Shay.

Curry Run RR

Not inc. Owned by James Mitchell who was the jobber for ~~Stos~~ WEISS and Hall who owned the saw mill at Curry Run.

Built 1898 Curry Run up Curry Run, std. gauge, about 8 miles. Torn up 1908

1 0-4-2T Porter 1899 2030 17 tons New
2 " Baldwin 25 " 2nd hand

Curwensville Lbr. Co.

Inc. 12-19-1888 by Edward W. Hoover and W. V. Hughes

Built a logging railroad in 1889 from Curwensville 3 or 4 miles on Fenton Run and Roaring Run, std. g. Torn up in 1890s

#? 0-4-0 Porter 1884 627 42" gauge from Brisbin or may not have been here
" 0-4-2 " 1883 557 Std from Hoover-Hughes, Penfield operation

Deghan & Pat McDonald

Built about 1898 a log railroad up Harvey Run up Wolf Run several miles. Torn up about 1902. Deghan and McDonald were jobbers for A. G. Hopkins who had a large saw mill

at Reynoldsville, Jefferson Co. They also had log RRs at Sherwood, 7 miles, Mosquito Creek, 3 miles, Jefferson County.

1 0-4-2 Porter 2nd hand
2 2 Tr. Shay "

Dimeling, George W. & Co.

Built at Lawshe a logging RR on Little Anderson Creek and Bell Run about 1896, Std. G. Sold 1901 to A. Cook Sons Lbr. Co. Believed to have had one or two small rod engines.

0-4-2 PORTER 2-1898 1828 NEW

DuBois Lbr. Co., John E.

He had a triple band saw mill in Pennsylvania (one of only two. Goodyears had the other at Galeton, Potter Co.) He had several jobbers who built and operated small logging railroads, and he also had his own. Refer to Clear Run RR and Juniata RR, both Clearfield Co. Relaid Bark Camp RR c. 1897, torn up 1903.

Bought in 1897 the Whiskey Run RR of Sykes Bros. at Newtonburg (5 miles on Whiskey Run) and ran until about 1908 when all timber cut. Standard gauge. Had 0-6-0.

Falls Creek RR

Inc. Took over operation of former Penna. RR track Falls Creek north to Minns Summit, 4½ miles to serve coal mine of Benjamin Coal Co. on 9-20-1980. Track had been acquired in 1976 by Penna. Dept of Trans. and operated by Conrail until 9-20-1980. See APPENDIX #5 FOR LOGS.

Falls Creek RR

Inc. 7-11-1889 and built 1889-90 3 miles from Falls Creek to London Mine, Clearfield Co. Merged into Reynoldsville and Falls Creek RR 1-11-1897.

Track torn up "early" by R&FC.

Location of London Mine is ~~unknown~~, 2 miles south of Falls Creek JUST INSIDE JEFFERSON COUNTY.

Ferrier and Kilmer

Lumber jobber for John E. DuBois Lbr. Co.. Built from east of DuBois up Gravel Lick, 3 miles in 1896. Torn up about 1898. narrow gauge.

General Refractories Co.

This company had brick plants at several places in Pennsylvania and used railroads to bring the clay from the pits to the kilns. Several brick plants were several miles from the clay mines, and so these lines are included in this encyclopedia.

Farthaus - narrow gauge RR ran up Dutch Hollow about 2½ miles to clay pit, built about 1910 and torn up 1930 or later. Used a Climax locomotive

Blue Ball (West Decatur) - brick plant built 1899 but railroad was built later. Had 5 miles on Morgan Run to clay pits. 36" gauge. Torn up about World War II. They had three Climax locomotives, one being a Class A and the other two Class B. Origin is unknown.

Harbison Walker Refractories

Had brick plants and railroads serving adjacent clay pits using small 0-4-0 saddle tank locomotives, and later gasoline locomotives. In some instances the railroad was several miles long running between pit and plant. In 1922 company bought a new Class A Climax for Woodland and Wallacetown, Clearfield County plants. Do not know how long they operated.

Hoover, Hughes & Co. (lumber)

Penfield - Built a std. gauge RR up Wilson Run in 1883 5-6 miles. Torn up 1890. Had one Porter 0-4-2 built new 1883, c.n. 557, which was transferred to their Curwensville operation, Curwensville Lbr. Co.

Erisbin - Built 42" gauge in 1884 2 or 3 miles west. Torn up prior to 1894. Had one Porter 0-4-0 built new 1884, c.n. 627. Disposition unknown.

Hunkley, G. W. & Son.

Was a jobber for Goodyear Lbr. Co. at Medix Run, Elk County. Had a former Goodyear 3 truck Shay. Cut mostly in Clearfield County near the Elk County line. Goodyears also had their own locomotives taking logs to the mill.

Jones Lbr. Co.

In 1889 this company bought an 0 4-2 Porter, c.n. 1102 giving an address of Loch Lomand Jct. (between Philipsburg and Hawk Run). Not known where operation was and not mapped.)

Juniata RR

Not Inc. Owned by John E. DuBois Lbr. Co. Built from DuBois up Juniata Run about 1887, 8-10 miles, and torn up 1904. Std. gauge. Used Clear Run RR locomotives. See that roster plus -

#2 0-4-2 Baldwin 1889 10362

#22 3 Tr. Heisler 1897-98 60 tons. New. Later used at Hick Run RR of DuBois before going to their operation at Wheeler, Ore

Lansberry Coal Co's RR, A. B.

Used a railroad from their Bishtown mine to the tipple at Woodland, 2 miles. Originally 36" gauge, later std. g. Built about 1910 and changed to std. gauge when tipple discontinued at N.Y.C. RR track and cars directly loaded at the mine. Torn up 1934.

Had 4 locomotives

1	Cl. A.	Climax acq. about 1910 and gone by 1920.	36" gauge	new
2	2 Tr.	Shay	11-1911.	36" g.
3	2 Tr.	Climax 50 tons	Std. gauge	Nov. 1923. Wrecked 1934
4	3 Tr.	"	70	"

Lee, A. W. & Co.

Built log railroad from Belsina Mills in 1887 on Pine Run 3 miles. Torn up in 1890s. Had a Porter locomotive bought new, C.N. 845, built 1887. 0-4-2, disposition unknown.

Lines, Joseph

A lumber jobber for DuBois. Built a logging RR off Lick Run in Sandy Twnp up Narrows Cr. in 1880s, 3 miles. May have used horses.

Built from Sabula up Sandy Lick Creek 3-4 miles in early 1880s

Merrill, George B. See Anderson Creek RR

92. Clearfield County

Morrisdale Ry

Inc. 3-2-1909 by Whitmer Steel Lbr. Co., Hawk Run to Alder Run, 4 miles. Built from Hawk Run, Morrisdale to Alder Run, 42" gauge. Torn up 1916
 #2 Cl. B. Climax 1899 155 25 tons ex Laurelton Lbr. Co. #2, Union County. Transferred to Whitmer Steele, Clearfield, 1912
 3 " " 1900 201 30 " ex Laurelton Lbr. #3. Sold 1916 to South River Lbr. Co., Cornwall, Va.
 4 " " 190? 30 " ex White Deer Lbr. Co. #4, White Deer, Union Co. Transferred to Whitmer Steele, Clearfield, 1916.

Locomotives were not lettered with name of railroad.

Ramey, O.K., Lbr.

Built 1877 from probably Rameym 42" gauge 3-5 miles either north to Janesville or south to Madera or both. Torn up in 1890s. Bought a new Porter 0-4-0T in 1877, c.n. 282.

Rhody Lbr. Co.

Bought from Caldwell Lbr. Co. about 1923 their saw mill and log RR from Kerrmoor up Watts Branch. Torn up 1927. Had a gasoline mechanical loco.

Swan Pros

Built 2-3 miles narrow gauge on Branch Whitmer Run about 4 miles ^{northwest} of Irvona ^{at Berwinstale}. In mid 1880s. Torn up after 1890.

Sykes Bros.

Built a std. g. railroad up Whiskey Run from Newtonburg in 1895-96. Sold 1897 to John E. DuBois. Had an 0-6-0 which was in a bad wreck. RR referred to as Whiskey Run RR.

Troxell, I. N.

Climax locomotive records say a 42" gauge locomotive sold to this company giving Philipsburg address. No information ever found. 12 ton, vertical boiler.

Walker, Joseph B.: see Bark Camp RR

Whitmer Steele (Lbr.) Co.

Inc. 2-27-1907. See Alder Run RR, Morrisdale RR, White Deer and Loganton RR (Union Co.) also: built from Clearfield up Moose Creek and over into Lick Run, up it, Fork Run, Stone Run, and McGeorge Rd, 42" gauge in 1912. Aband. 1921
 #2 Cl. B. Climax 1896 155 25 tons from Morrisdale Ry. #2. Sold to South River Lbr #4, Virginia, 1921
 4 " " 190? 30 " from Morrisdale Ry. #4. Sold to Guinea Hill Coal Co., Clearfield, 1921
 5 2 Tr. Shay 1912 2629 30 " New. Sold to Lehigh Coal & Nav. Co., Lansdale, Pa. 1916.

Wise Lbr. Co.

Built a log RR from Winterburn up South Branch 1 mile and then switchbacked into Anderson Cr. 1895/6. Also built down Wise Run. 8 miles. Torn up 1905
 #1 2 Tr. Shay 1890 292 ex C. M. Carrier, Jefferson Co. Sold to D. M. McCoy, Mich.

Altoona & Philipsburg Connecting RR - Pittsburgh & Susquehanna RR

This railroad was formed to give competition to the Pennsylvania RR which had a monopoly on transporting coal from the coal fields south of Philipsburg. The railroad was a financial disaster, and passed thru numerous changes of name and ownership. At one time it was to connect with the Altoona and Beech Creek (Altoona "orthern RR") and both lines were owned by the same people.

Complicating the changes of ownership was that the railroad was, during part of its life leased by a railroad company formed to operate it and this leasor passed thru several changes of name so that there is a set of owning railroads and a set of leasing railroads.

Owning RRs

Altoona & Philipsburg Connecting RR
 New York & Pittsburgh Airline RR
 Philipsburgh RR
 Philipsburg & Susquehanna Valley RR
 Pittsburgh & Susquehanna RR

Leasing RRs

Pittsburgh, Johnstown, Ebensburg & Eastern RR
 New York & Pittsburgh Central RR
 Philipsburg & Johnstown RR

Altoona & Philipsburg Connecting RR

Inc. 7-11-1892
 Built 1894 Philipsburg to Houtzdale, miles; 1896 Houtzdale to Ramey, miles; 1899 Ramey to Fernwood, 2 miles.
 Leased 10-20-1897 to Pittsburgh, Johnstown, Ebensburg & Eastern RR
 Bankrupt 9-11-1903 along with PJE&E
 Purchased 4-1-1906 by New York & Pittsburgh Airline RR

New York and Pittsburgh Airline RR

Inc. 3-22-1906 and buys 4-1-1906 property of Altoona and Pittsburgh Connecting RR. (As A&P C is in bankruptcy, the title of purchase is questionable.)
 Foreclosed 9-27-1906
 Reorg. 1-17-1907 as Philipsburg RR.

Philipsburg RR

Inc. 1-17-1907 to take over N.Y. & Pittsburgh Airline RR.
 Operated by lease by an unspecified company according to Poors Manual 1908 & 1909
 Sold Oct. 1909 to Philipsburg and Susquehanna Valley RR

Philipsburg and Susquehanna Valley RR

Inc. 10-11-1909 to acquire Philipsburg RR and extend to Utahville. Not built.
 Merged 12-28-1910 into Pittsburgh and Susquehanna RR

Pittsburgh & Susquehanna RR

Inc. 3-7-1910 to acquire Philipsburg & Susquehanna Valley RR and build 10 miles from Utahville to Dean. Not built.
 Merges P&SV 12-28-1910 into P&S.
 1913 bankrupt and reorg. 8-15-1913 with same name
 1-18-1919 bankrupt and reorg. 6-17-1920 with same name
 4-21-1931 bankrupt and operations discontinued 8-31-1931.
 10-9-1936 abandonment approved. 1937 torn up.

Pittsburgh, Johnstown, Ebensburg & Eastern RR

Inc. 10-2-1897 to lease and operate the Altoona and Philipsburg Connecting RR
 Leases A&PC 10-20-1897
 PJE&E sold to New York & Pittsburgh Central RR but PJE&E corporation remains in tact (as a subsidiary. PJE&E continues to operate A&PC
 Lease of A&PC cancelled 4-1-1906
 Bankrupt 9-11-1903 but continues to lease and operate A&PC
 Foreclosed 4-12-1909 and reorg. 9-14-1909 as Philipsburg and Johnstown RR

New York and Pittsburgh Central RR

Inc. unknown (did not note it at Harrisburg or even see it, but it may be there)
 Purchased PJE&E 8-1-1903 but lets PJE&E continue to lease and operate A&PC. (PJE&E is disposition of NY&PC RR is unknown. in effect a subsidiary of NY&PC)

Philipsburg and Johnstown RR

Inc. 9-14-1909 as reorg. of Pittsburgh Johnstown, Ebensburg & Eastern which had been foreclosed 4-12-1909.
 As the lease of the PJE&E of the A&PC had been cancelled 4-1-1906, the PJE&E from then until 1909 had been a corporation on paper only. Likewise for Philipsburg and Johnstown. Corporation dissolved 1911-12 according to PUC annual report.
 Locomotives: Locomotives were purchased by A&PC, Philipsburg, PJE&E, and P&S

1	4-4-0	Baldwin 1893	13804	New (A&PC)	Sold to Buffalo & Susq. RR, 1903
"	2-8-0	"	"	ex Pa. #	H-1 (Pbg), 1909 Sc. 1912
2	"	Baldwin 1893	13800	New (A&PC)	Sold to Buffalo & Susq. RR, 1899
"	"	"	"	ex Pa. #	H-1 (Pbg), 1909 Sc. 1915
3	4-4-0	Altoona 1881	574	ex Pa. #651,	D-2b (A&PC) 1896 Dest. in staged wreck 9-8-1914
4	4-4-0?	"	"	ex ?	acq. 1896 or later. Gone by 1907.
"	4-4-0	renumbered from 8	in 1907	"	Dest. in staged wreck 9-8-1914
5	4-4-0	Altoona 1891	1629	(this number assigned by PJE&E to Altoona & Beach Creek #5, 1901)	ex Pa. 936, cl. D10, acq. 1912. Sc. 1922
6	"	"	"	(this number assigned by PJE&E to A.&B.C. #6, 1901)	ex Pa. 1781, H-3, acq. 1912 Sc. 1916
7	4-4-0	"	1882	661 ex Pa. 656, D-2a, acq. 1901 by PJE&E	Gone by 1908
"	"	"	1891	1632 ex Pa. 4138, D-10, acq. 1914	Disposition unknown
8	"	"	1888	1283 ex Pa. 1216, D-7a, acq. 1906	Ren. #4, 1907
"	2-8-0	Juniata 1893	281	ex Pa. 3273, H-3b, acq. 1914	Disposition unknown
9	2-8-0?	"	"	ex H&BTM #18 ???, acq. 1914-6	"
10	"	Juniata 1892	39	ex Pa. 1468, H-3a, acq. 1916	from the Winfield RR, #2 or 3, Disposition unknown.
11	not used	"	"	"	"
12	2-6-0	Baldwin 1899	17068	ex Kanawha & Mich. #286, 547; Kanawha & W.Va. #4, acq. 12-1916.	"
13	not used	"	"	"	Sold to Cuba 10-1918 Central Conduca
14	2-8-0	Baldwin 1890	10624	ex Pa. 1361, H-3a, acq. 1923	Sc. 1936/37
15	not used	"	"	"	"
16	2-8-0	Brooks 1894	2418	ex B.R.&P. #133, acq. 1927	Sc. 1936/37

Paper Railroads

Philipsburg and Juniata RR

Inc. 3-16-1830 from Penna. Canal at mouth of Little Juniata, below Alexandria, Huntingdon Co. then up Little Juniata and Little Bald Eagle Creeks to coal mines near Philipsburg.
 Suppl. 3-16-1832 branch RR up Spruce Creek
 Suppl. 3-23-1836 extend to within 1800 feet of Philipsburg.

Allegheny RR & Coal Co. Inc. 4-21-1854. See Blair Co.

Philipsburg & Waterford RR

Inc. 4-2-1860 Philipsburg on Tyrone and Clearfield RR-Clearfield, Brookville, Waterford.
 Suppl. 5-1-1861 name changed to Western Central RR

Western Central RR

Inc. 5-1-1861 as name change of Philipsburg and Waterford RR. May construct a branch to mouth of Sinnemahoning Creek to connect to Sunbury and Erie RR.

Karthus Iron, Coal & RR Co.

Inc. 4-29-1864 to hold 3000 acres in Clearfield Co. and build a RR to Phila. & Erie RR or any other RR in Clearfield Co.

Sandy Lick RR Inc. 8-18-1864 See Centre Co.

Philipsburg Coal, Iron & Oil Co.

Inc. 3-13-1865 to hold land in Centre and Clearfield counties and build a RR to the Tyrone and Clearfield RR. (don't know if laid any track.)

- Beech Creek Coal, Iron & Petroleum Co. Inc. 3-23-1865. See Centre Co.
- Homer, Cherry Tree & Susquehanna RR Inc. 3-24-1868. See Indiana Co.
- Karthus Coal & Lbr. Co.
Inc. 4-0-1869 as renaming of Bingham Mining & Lbring Co. and can build a railroad.
- Clearfield and Buffalo RR
Inc. 3-15-1870 Clearfield - Allegheny Valley RR in Clearfield Co. to Elk County to Smethport,
- Mountain Branch RR
Inc. 3-22-1872 From Allegheny Valley RR between Reynoldsville, Jefferson Co. and Sandy Creek Summit, Clearfield Co. - Sandy Lick Creek - Little Toby and Clarion River to Phila. & Erie RR in Elk Co.
- Lock Haven & Clearfield RR Inc. 11-8-1879 See Clinton Co.
- Clearfield and Susquehanna RR
Inc. 7-13-1880 from Tyrone & Clearfield RR near Hogback, Clearfield Co. to mouth of Curry Run, 12 miles.
- SUSQUEHANNA, PITTSBURGH & WESTERN RR Inc. 7-26-1881 SEE Allegheny Co.
- Franklin and Clearfield RR Inc. 7-5-1881 See Franklin Co.
- Victor RR
Inc. 4-18-1882 Tyrone & Clearfield RR at Steiner Bridge to dividing line of Reese and Shaw farms, 2½ miles (Clearfield or Centre Co.)
- Williamsport and Clearfield RR Inc. 7-5-1882 See Centre Co.
- Susquehanna & Allegheny RR Inc. 2-27-1883 See Jefferson Co.
- Clearfield and Jefferson RR
Inc. 2-28-1883 end of Bells Gap RR on Clearfield Creek, Clearfield Co. to Punxustawney, J Jefferson Co., 32 miles
- Clearfield, Chest Creek & Western RR
Inc. 3-7-1883 Clearfield to New Milford to Ch st post office, Bell Twnp, 30 miles
- Morris and Philipsburg RR
Inc. 3-27-1883 Morris Twnp, Clearfield co at Moshannon Creek to Beaver Run, Decatur Twnp 7 miles
- Curwensville & West Branch RR
Inc. 4-5-1883 Curwensville to Mahaffey, 15 miles
- Drane and Mapleton RR
Inc. 5-10-1884 from Mapleton Br. of Tyrone & Clearfield RR in Decatur Twnp to Mapleton Twnp, 2 miles, Clearfield Co.
- Chest Creek RR Inc. 11-14-1883 See Cambria Co.
- Susquehanna & Mahoning RR Inc. 4-7-1885 See Jefferson Co.
- New York, & Bloomsburg and Western RR Inc. 3-22-1886 See Carbon Co.
- Clearfield and DuBois RR
Inc. 6-29-1887 Clearfield to DuBois, 15 miles
- Clearfield and Allegheny RR
Inc. 7-8-1887 Gazzam Sta, Clearfield Co. to Allegheny City, Alleg. Co.
- Pittsburgh, Beech Creek & New York RR Inc. 10-24-1889 See Clinton Co.
- Chest Creek RR Inc. 5-3-1890 See Cambria Co.
- New York, Philadelphia & Chicago RR Inc. 8-30-1890 See Venango Co.
- Pittsburgh, Beech Creek & Eastern RR Inc. 5-21-1889 See Clinton Co.
- Clearfield Creek RR
Inc. 3-14-1892 Belsena to mouth of Little Clearfield Cr., 15 miles. Reorg. 3-13-94 as Clearfield, Conemaugh & Western RR
- Clearfield & Conemaugh RR Inc. 3-12-1894 See Cambria Co.
- Clearfield, Conemaugh & Western RR
Inc. 3-13-1894 as merger of Clearfield & Conemaugh RR & Clearfield Creek RR. Corp. dissolved 1914.
- Reynoldsville, Warren & Buffalo RR Inc. 8-27-1895 See Jefferson Co.
- Bellefonte & Clearfield RR Inc. 12-30-1895 See Centre Co.
- Indiana, Clearfield & Eastern RR
Inc. 4-27-1905 Indiana on Pa. RR to NYC RR at Dowler Jet, Clearfield Co., 25 miles
- Susquehanna Central Ry Inc. 1-15-1906 See Centre Co.
- Pittsburgh and Clearfield RR Inc. 12-20-1906 See Allegheny Co.
- Cambria Central RR Inc. 11-1-1912 See Cambria Co.
- Philipsburg, Ebensburg & Juniata RR: Inc. ? See Cambria Co.

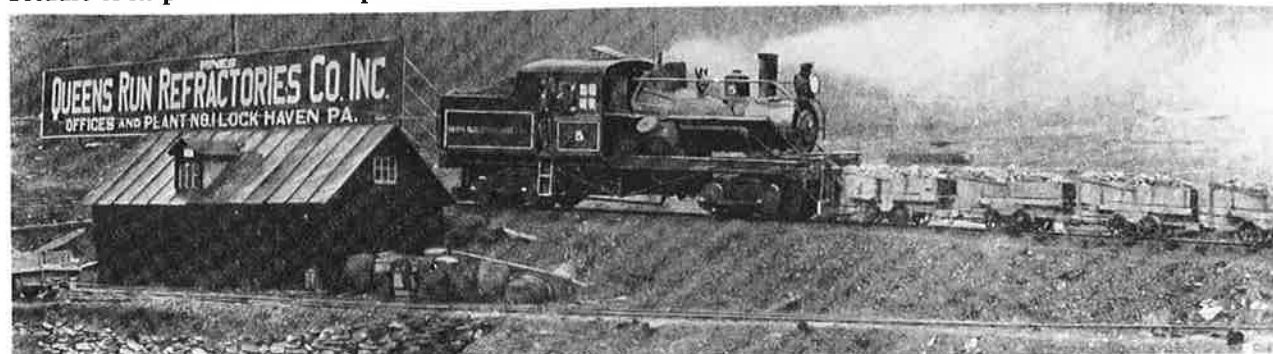


The General Refractory's clay train swings around a curve on its five mile trip to the brick yard at West Decatur, Clearfield County. The "box car" Climax had a maximum speed of seven miles an hour which was just about right for the little clay cars.



Walter Casler

A. B. Lansberry Coal Co's narrow gauge train ran from mine to New York Central coal tipple reload point. Each of the 9 or 10 cars held about 1-1½ tons. The "box car" Climax was popular with small narrow gauge coal, clay, and logging railroads because of its power and winter protection for the crew.



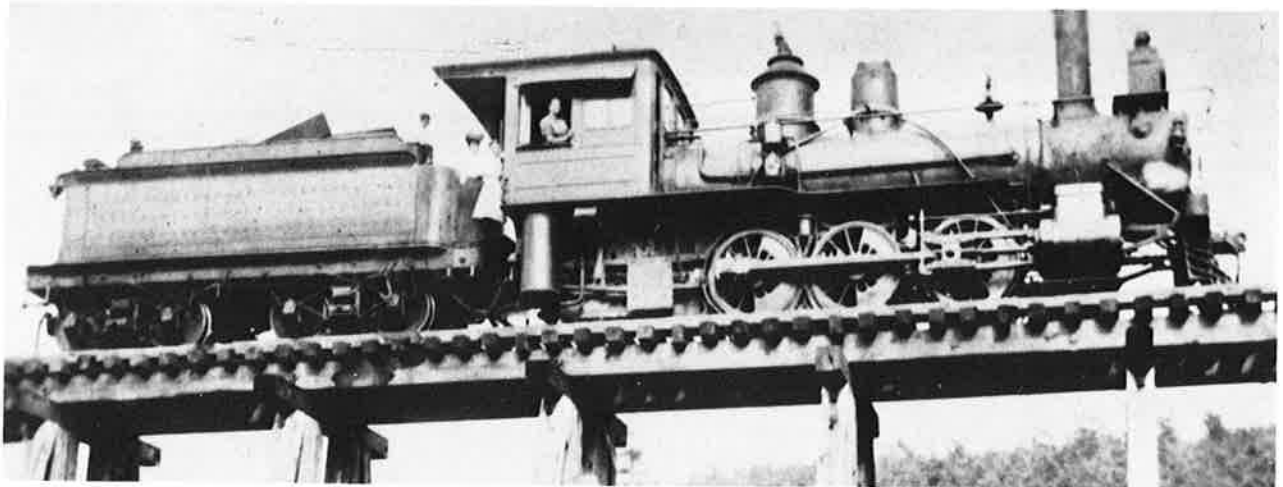
Queens Run No. 5 Heisler with clay cars brought down the mountain at Queens Run in Clinton County.



Bloom Run R.R. #100 at Stonach, Clearfield County, was used to bring stone from a quarry for several years.

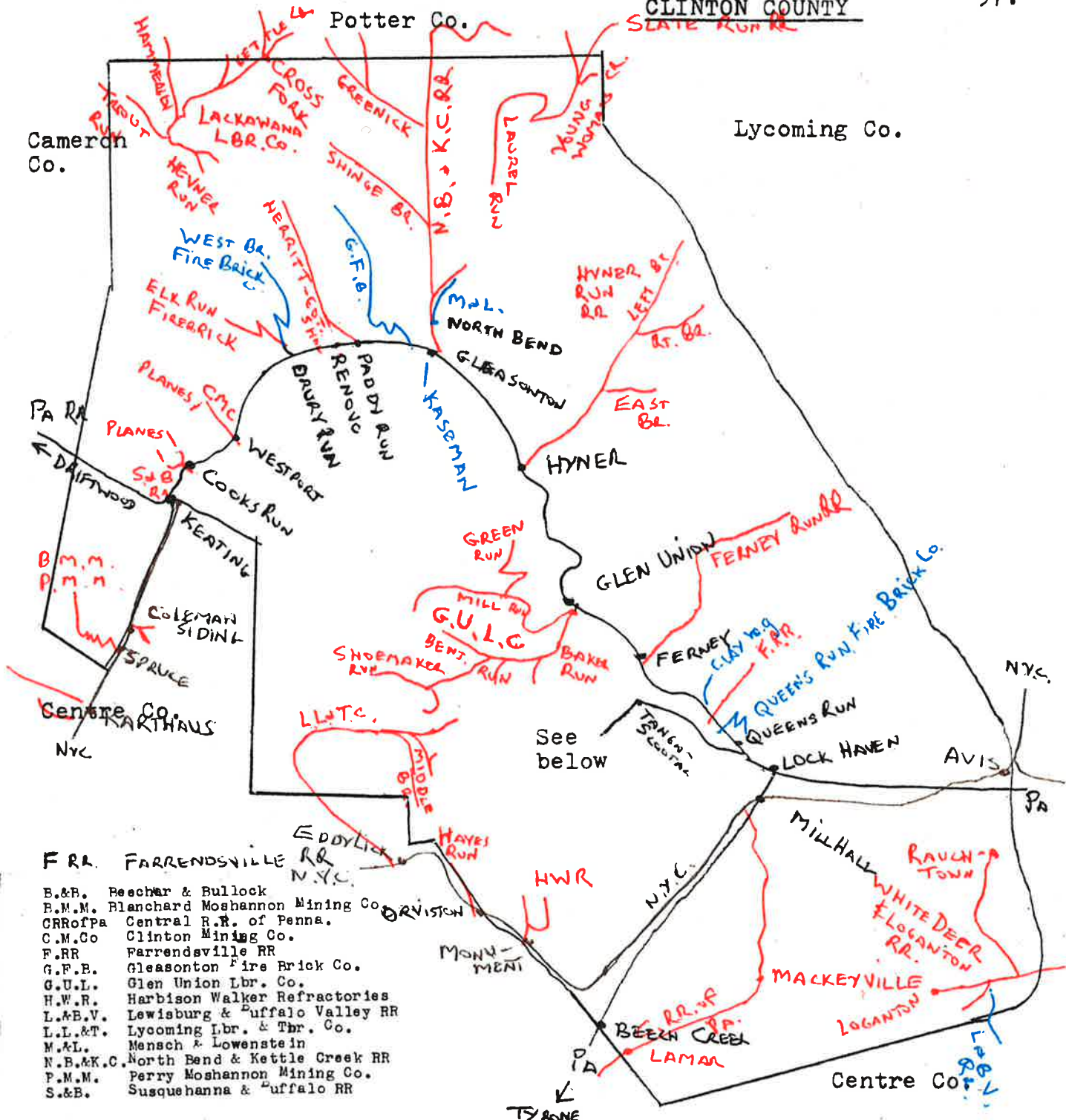


A saddle tank switcher crosses over the trestle of the Bloom Run RR as it brings three cars of cut stone down the mountain.

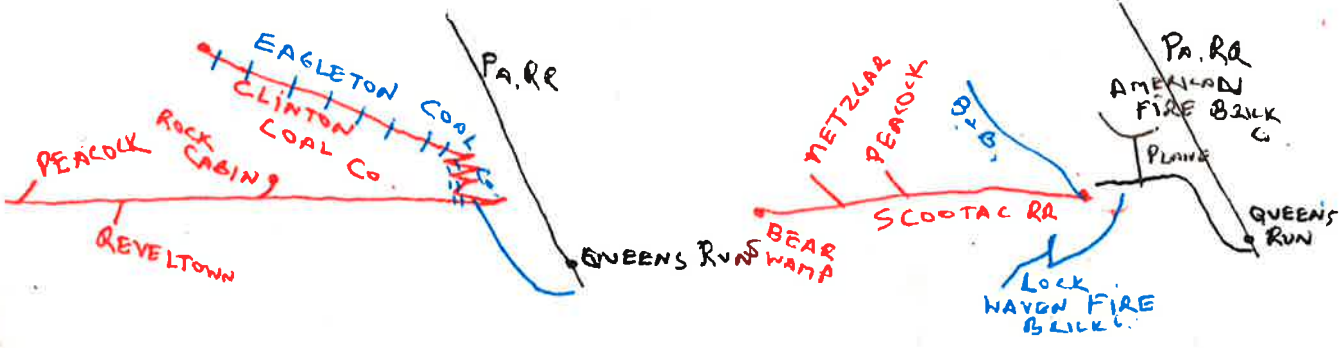


The Scootac Railroad's 0-6-0 was originally a Pennsy 2-8-0 which the Pennsy had cut down for switching. The engine poses on a high trestle in the Tangascootac region of Clinton County about 1905. Although a wild region today, railroad was constructed in the early 1850s, probably the first private bituminous coal hauling railroad built in Pennsylvania.

CLINTON COUNTY



Tangascootac Region:
 There were two sets of railroads there, one 1853 to about 1870 and the second 1900-1935



Beecher & Bullock

Built a logging railroad in Beech Creek Twp about 1901 on North Fork and Mill Branch to bring out logs. Torn up about 1904-5. Had one locomotive, former New York elevated.

Blanchard Moshannon Mining Co.

Built a coal railroad in 1922 at Spruce up to the top of the mountain west of the Susquehanna River 3 or 4 miles using about 3 switchbacks. Std. G.

Reorg. 1925 as Perry Moshannon Mining Co.

#1 2 Tr. Climax 1922 40 tons. Sold 1925 to Blanchard Zanesville Mining Co. in Ohio

2 3 Tr. " 1923 80 " Went to Perry Moshannon Mining Co.

Central RR of Pennsylvania. See Centre County

Clinton Mining Co.

Built from Westport one mile up Kettle Creek to foot of a plane where coal was brought down the mountain. Built about 1900 and operated until about 1908. A state map gives five initials for name of railroad, but no one knew of it except by Clinton Mining Co. name. Had a Climax locomotive, No. 4, about 25 tons built new. * D.H.C. & S. RR

Elk Fire Brick Co.North American Refractories Co.

Had a 3' gauge railroad from clay pits on top of mountain down to brick plant at Drury's Run, just west of Renovo. Built about 1910 and torn up in 1920s or early 1930s. Had 2 Class A Climaxes.

Farrendsville RR

State authorized Farrendsville Co. 3-23-1864 to hold timber lands for charcoal and build a railroad from their lands to the West Branch Canal in Clinton Co.

There was an iron furnace at Farrendsville but nothing known about a railroad. There are some locomotive records: ALSO CALLED WASHINGTON IRON CO.

Baldwin	0-6-0	42" drivers	Built 1856	CN 705	"C. Fallon" New.
"	4-4-0		" 1859	376	ex Phila., Germantown, Norristown
					"Cohocksink." Operated only briefly or not at all.

Ferney Mountain RR

Inc. 7-1-1890 by Daniel Shepp to haul mine props down Ferney Run to Penna. RR. 42" gauge. Built 1890 and torn up about 1893-94. Had one shay formerly used at Cammal, Lycoming Co. on Trout Run RR owned by Shepp, probably CN #258, built 1889, 25 tons which was later owned by W. P. Zartman in Dauphin County. About 6 miles long. Railroad was listed in Pears Manual with a very fictional description.

Gleasonton & Coal Hill RRGleasonton Fire Brick Co. - North Bend Fire Brick Co.

On a map their railroad is named Gleasonton and Coal Hill RR. Not inc. and no resident ever heard it referred to as such. Ran from their fire brick plant at Gleasonton to top of Summerson Mtn., northwest of plant, 6 miles. Built 1903, 36" gauge. Used a large 0-6-0T and little 0-4-0T in pits. Also had a Climax in 1920s. Became North Bend Fire Brick Co.. Railroad relocated several times west on mount in. Torn up date unknown. Record at Harrisburg says G&CR RR corp. dissolved 12-10-1929, but no record on file of it ever being incorporated.

Glen Union Lbr. Co.

Inc. 9-3-1889

Built from Glen Union, 36" gauge on Mill Run in 1890 and then Baker Run, about 40 miles total. Abandoned 1909. Had a saw mill but took out mostly mine props. Was on Cold Fork, Shoemaker Branch, Smokehouse Hollow, Crosberry Run, Benjamin Run, Stevens Valley (road), and switchbacked down into Greene Run, Cranberry Run.

?	2 Tr. Shay	about 12-15 tons	second hand.	Sold 1895-96
?	2 Tr. Dunkirk	16 tons	built 1891	CN 138 New or bought from B. K. Beecher, Moshannon, Centre Co. Sold 1909 to West Branch Fire Brick Co., Drury Run, Renovo.
2	2 Tr. Heisler	17 tons	built 1895	CN 1002 (first Heisler built for use in U.S.). Sold 1909 O. D. McHenry Lbr. Co., Arcadia, Va. 2nd hand
?	2 Tr. Climax			

Gottshall, Adam J.

Built 36" gauge log railroad on Paddys Run just east of Renovo, 8 miles long, in 1900-01. Torn up 1908.

1	0-4-0 Porter	10 tons	transferred from Gottshall's Poe Mills, Mifflin Co. operation
2	2 Tr. Shay	1904 CN 865	15 tons. Bought new. Transferred to his operation at Yaegertown, Mifflin County.

Hynes Run RR. See Williams and Foresman below.

Harbison Walker Refractory

Had a brick plant at Monument and clay pits on top of mountain north of plant. Went up Twin Run and also $\frac{1}{2}$ mile on Monument Run where there was a plane down the mtn. Torn up in 1920s/30s. Had saddle tank engines.

Kaseman

A man by this name had a lumber operation on south side of Susquehanna River opposite North Bend up Boggs Hollow several miles. Built about 1908 and torn up about 1911. It is believed he used a small saddle tank rod engine.

Kettle Creek Coal Mining Co.

Built a 1 1/2 mile railroad 1889/90 up Cooks Run to foot of a plane. Inc. 9-22-1891 as Susquehanna and Buffalo RR. See S.&B.RR.
#201 2 Tr. Shay 1890 c.n. 267 New 28 tons. Became Susq.&Buf. #201.

Lackawanna Lbr. Co. See Potter Co.

Lewisburg & Buffalo Valley RR. See Union Co.

Lock Haven Fire Brick Co.Stowe Fuller Refractories

At Birds Run off Tangascootac Creek 1/2 mile east of North Fork, this company built a 36" gauge railroad to reach clay mines for their Lock Haven brick plant. After climbing on top of the hill the railroad split with the east leg going to a clay mine and the west leg to a coal mine. Side dump contractor's cars were used for both coal and clay which were reloaded into std. g. hopper cars at the jct. point on Tangascootac. Rails were torn up in 1930. Had a Heisler loco. #1 2 Tr. built 1922, c.n. 1454 New.

American Fire Brick Co.

Predecessor company to Lock Haven Fire Brick Co. Used a plane at Birds Run on north side of Tangascootac Creek, and up on top near the former top of the switchbacks of Eggleston's RR they had a n.g. of a mile or so to a clay mine. Used small saddle tanker. After this operation shut down and company known then as Lock Haven Fire Brick, they built the line on the south side mentioned above.

Lycoming Lbr. & Tbr. Co. See Centre Co.

Mensch & Lowenstein

Had a saw mill at Gleasonton and built 3 or 4 mile railroad about 1872 up right hand branch of Young Womans Creek. Aband. 1878. Had an 0-4-0 former mine locomotive. Narrow gauge Very early logging railroad.

North American Fire Brick Co. (Refractories) see:

Drury's Run - see Elk Fire Brick Co.

Gleasonton - Gleasonton Fire Brick Co.

Farrensville - Queens Run Fire Brick Co.

North Bend and Kettle Creek RR

Inc. 4-24-1893 and took over logging railroad of Oliver W. Wolf, North Bend to Green Lick, 6 miles. Extended down to Penna. RR at Gleasonton and north up Shingle Branch, Big Spring and Lebo Run in Potter County. Most aband. 1903. Remainder on Young Womans Creek, about 10-12 miles sold to New York & Penna. Co. Also had line 5 miles about on Right Hand Br. Young Womans Creek, partly on route of Mensch and Lowenstein. RR served saw mill of Howard & Perley at North Bend. RR had passenger service.

1	2 Tr.	Shay	1889	250	30 tons	ex Oliver W. Wolf #250.	Sold to T.L.&E.RR
2	"	"	1893	438	40?	New	" Cook & Graham #2, Brookville, Pa. 1903?
3	3 Tr.	"	1897	527	70	New	Sold Scotch Lbr. Co., Fulton, Ala., 1903
4	"	"	1898	551	65	New	Sold Va. & Rainey Lake RR, Minn.
5	"	"	prior 1891	807		Second hand	Unknown disposition.

New York & Pennsylvania Co.

Acquired in 1903-04 10-12 miles of North Bend & Kettle Creek RR from North Bend up Young Woman's Creek to bring out paper wood. Used about a year and torn up. Had one locomotive ex N.Y. Elevated, 0-4-4.

Perry Moshannon Mining Co.

In 1925 took over the bankrupt property of the Blanchard Moshannon Mining Co. and its railroad from Spruce up to the top of the mountain and over to the mine. Also acquired one of the two locomotives.

Railroad probably closed in the early 1930s, and roadbed subsequently used by trucks hauling coal down to the N.Y.C. at Spruce.

#2 3 Tr. Climax 1923 80 tons. ex Blanchard Moshannon Mining Co. Sc.? c. 1932??

Queens Run Fire Brick Co.

At ^{west side of Queens Run} Queens Run to top of mountain 36" gauge. Built maybe in 1920 when Heisler bought. Torn up late 1920s or early 1930s. May have brought down off mtn and reloaded into std. g. cars and taken to Lock Haven to brick plant.
#5 2 Tr. Heisler 1921 CN 1443 New.

Also had saddle tankers.

Slate Run RR. See Lycoming County

Susquehanna and Buffalo RR

Inc. 9-22-1891. Opened 6-1892. Railroad of Kettle Creek Coal Mining Co. built in 1889-90 and S&B took it over. Ran from mouth of Cooks Run to foot of plane 1.5 miles and later had 1 mile branch to a second plane. Mines closed July 1929 and railroad torn up. Part of track relaid about 1970 by Pennsylvania RR for unit coal train loading. S.&B.RR owned by Kettle Creek Coal Mining Co.

Susquehanna and Buffalo RR cont.

#201 2 Tr.	Shay	1890	267 287 tons	New	Sold Gilchrist Fordney Co., Miss.
581 "	"	1899	581	"	" W.M. Ritter Lbr., Maben, W.Va.
? 2-8-0	Renovo	1883		ex. Pa. RR #1702,	acq. 2-1905 Class H-1
? "	Juniata	1892	55	ex. Pa. RR #170,	H-3a, acq. 12-1912
? 0-6-0	Altoma	1903	2275	ex. Pa. RR #1411,	B-4a, acq. 5-1926 (sold by Pa. RR to Cooks Run RR which is probably same as S&B.)

Williams & Foreman

Lumber company with saw mill at Williamsport who had a railroad up Hyner Run, called unofficially the Hyner Run RR. 15 miles, std. gauge. On the left, right, and East Branches. Aband. 1907. Had an ex Pa. RR 2-8-0, class H-1, or H-3 which subsequently was sold to Juniata & Southern RR at Huntington Co. ^{built 1899-1900} Baldwin 1882 6490 ex Pa #600, acq 1902.
 May have had earlier 1000, 1899-1902.

Wolf, Oliver W.

Built 6 mile log railroad from North Bend to Greenlick in 1889. Sold in 1890 to F.A. Blackwell who operated railroad and cut timber for Howard & Perley Lbr. Co. saw mill at North Bend. In 1893 the log railroad was inc. as the North Bend & Kettle Creek RR. Had #250 2 Tr. Shay 1889 CN 250 30 tons. Became NB&KCRR #1.

Tangascootac Creek

This desolate creek area had a very early private railroad which was never listed in anything. The first railroad may have been built before the Sunbury & Erie came up the Susquehanna in 1859.

None

Act authorized on 4-15-1851 George Litta, Allison White, and D. K. Jackman, as owners, to build a railroad from Geo Little's coal land on Tanga Scootac Creek down to the Susquehanna River. Probably nothing done. See Clinton Coal Co., inc. 4-18-1853

Clinton County Coal Co.

Inc. 4-18-1853 to build a RR from coal mines in Clinton Co to the West Branch of the Susquehanna. Coal is located on lands of George Little and James H. Johnson. Suppl. 5-2-1855. May connect their railroad to the Sunbury and Erie RR in Coal Brook Twp. Suppl. 3-24-1859. Company issued \$250,000 mortgage and constructed a railroad. They have failed and been foreclosed. May change name to Eagleton Coal Co.

Railroad initially built from mouth of Tangascootac Creek up the creek probably only a short way and then switchbacked up the mountain and proceeded northwest to what became Eagleton. The railroad also built at about the same time (maybe) up South Fork to serve mines at Rock Cabin and Peacock and iron furnace at Reveltown. The locomotive which blew up in 1864 was on the Eagleton line. Mines at Reveltown owned by Ashfield & Co., opened c. 1854, Rock Cabin mines opened 1853 by the Fallon Bros. Coal was shipped by water and wagon down to the canal at Farrendsville from mouth of Tangascootac until 1860 (probably) when RR was extended to Sunbury & Erie RR near Queens Run. Mines closed in 1870 due to higher costs than other soft coal mines then developing. There is no mention in the various incorporations that the railroad up South Fork was owned by Eagleton or that it was in existence.

Eagleton Coal Co.

Inc. 3-24-1859 after foreclosure of Clinton Coal Co. Has mines and railroad on Tangascootac Creek. Suppl. 3-23-1860 May extend their present RR down Susq. River to Queens Run and connect with Sunbury and Erie RR. Suppl. 2-12-1861. May issue bond to get locos and cars. Suppl. 4-24-1863. Name changed to Eagleton Coal & Iron Co.

Eagleton Coal & Iron Co.

Inc. 4-24-1863 as name change of Eagleton Coal Co. and may extend their railroad to connect with the railroad of the Farrendsville Co. Sept. 1864 Locomotive "Westmoreland" blew up on Tangascootac RR. Killed 4 people. Old loco. Act. 4-9-1872 organizes Tangascootac Valley RR which can purchase Eagleton Coal Co's RR "Westmoreland" either by Geo. Norris, 11-1850 for Allegheny-Portage RR, later Pa. RR #198 sold by Pa. 1859 or 1860 or else Penna. RR #14 0-8-0 "Westmoreland" sold 1862 or 1863, Baldwin 1850, c.n. 357

Tangascootac Valley RR

Inc. 4-9-1872 Queens Run on south side of Susquehanna River to Tangascootac Creek and up the creek. May purchase RR of Eagleton Coal & Iron Co. (Railroad never shown in reports of the Annual Report, Part IV of Dept. of Interior of Pa.)

Scootac RR

Inc. 12-12-1901 and built in 1902 6.2 miles from Pa. RR at North Fork to Scootac Mines on Tangascootac Run in Bear Swamp area. Also to reach fire clay. Penna. RR built a branch from their main line at the bridge over the Susquehanna west of Lock Haven to Tangascootac Creek and up it to Mill Run.

Aband. about 1934.

#10 0-6-0 ex Pa. RR in use about 1905. Originally 2-8-0 with rear drivers and pilot truck removed, ex class H-3

Paper Railroads

Lick Run RR & Coal Co.

Inc. 4-22-1829 in Lycoming Co., but no specific location given. Company may own 2000 acres of coal land. (Incorporators included 2 from Jersey Shore. Lick Run flows from the north into Farrendsville)

Bald Eagle & Nittany Valley Turnpike & R.R. Co. Inc. 3-30-1831 See Centre Co.

Rock Cabin & Tangascootac RR

Inc. 4-4-1831 From Rock Cabin coal mines down Tangascootac Creek to the Susquehanna River in Centre Co.

Suppl. 4-6-1833 Name changed to Tangascootac Coal Co. May own coal mines

Tangascootac Coal Co.

Inc. 4-6-1833 as change of name of Rock Cabin & Tangascootac RR.

Suppl. 4-12-1851 may build RR from Beach Creek to Bald Eagle Canal.

Suppl. 4-14-1854 May change its name to anything desired.

Quinns Run RR

Inc. 6-15-1836 Quinn's Run on canal, Lycoming County and Centre County up Quinns Run several miles. (unknown where Quinn's Run is.) (Clinton Co. was formed in 1839 from Lycoming and Centre Counties.)

Susquehanna & Erie RR Inc. 4-15-1851 See Lycoming Co.

Lock Haven & Tyrone RR

Inc. 2-25-1853 Lock Haven, Clinton Co. to Tyrone, Blair Co.

Suppl. 4-18-1853 may extend branch from Hewardsville to Brush or Penns Valley, Centre Co. and Sugar Valley, Clinton Co.

Suppl. 5-6-1854 may extend Tyrone to Hollidaysburg.

Potter County RR Inc. 4-2-1860 See Potter Co.

Beech Creek Coal, Iron & Petroleum Co. Inc. 3-23-1865. See Centre Co.

Lock Haven, Nittany and Sugar Valley Narrow Gauge RR Inc. 3-17-1871 See Centre Co.

Lock Haven and Clearfield RR

Inc. 11-8-1879 Bald Eagle Valley RR at mouth of Birch Creek in Clinton Co. or Centre Co. to Tyrone & Clearfield RR near Philipsburg, Clearfield Co.

Cato and Beech Creek RR Inc. 3-16-1880 See Centre Co.

Susquehanna, Pittsburgh & Western Ry. Inc. 7-25-1881 See Allegheny Co.

Pike Mills and Kettle Creek RR

Inc. 6-29-1882 Pike Mills, Potter Co. to Westport, Clinton Co. 40 miles

Susquehanna & Allegheny RR Inc. 2-27-1883 See Jefferson Co.

Pine Creek & Susquehanna Ry.

Inc. 8-10-1883 Pike Mills, Potter Co. to Westport, Clinton Co. 3' ga. 40 miles

Pittsburgh, Beech Creek & Eastern RR

Inc. 5-21-1889 Mill Hall, Clinton Co. to Butler, 150 miles

Pittsburgh, Beech Creek & New York RR

Inc. 10-24-1889 Mill Hall, Clinton Co. to Butler, 150 miles

Hornellsville, Coudersport and Westport RR

Inc. 2-3-1890 Westport, Clinton Co. to Rte. 44 at Hog Back (Buffalo & Susquehanna RR) 40 miles

Kettle Creek RR

Inc. 2-4-1890 Westport up Kettle Creek 13 miles to Trout Run. Not built. Intended probably for coal and lumber.

Drury Run RR

Inc. 7-18-1901 1 mile on Drury Run (west of Renovo) at Sterey Run. Inc. by C. F. Barclay and Josiah Howard, lumbermen. Corp. dissolved 1902.

Susquehanna Central Ry. Inc. 1-15-1906 See Centre Co.

Tioga and Clinton RR Inc. 3-29-06 See Bradford Co.

Nittany RR

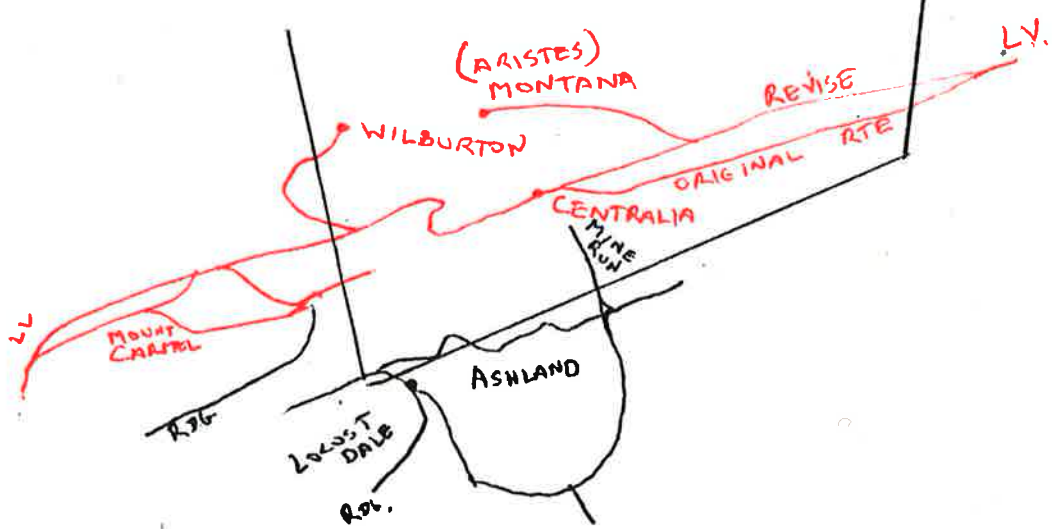
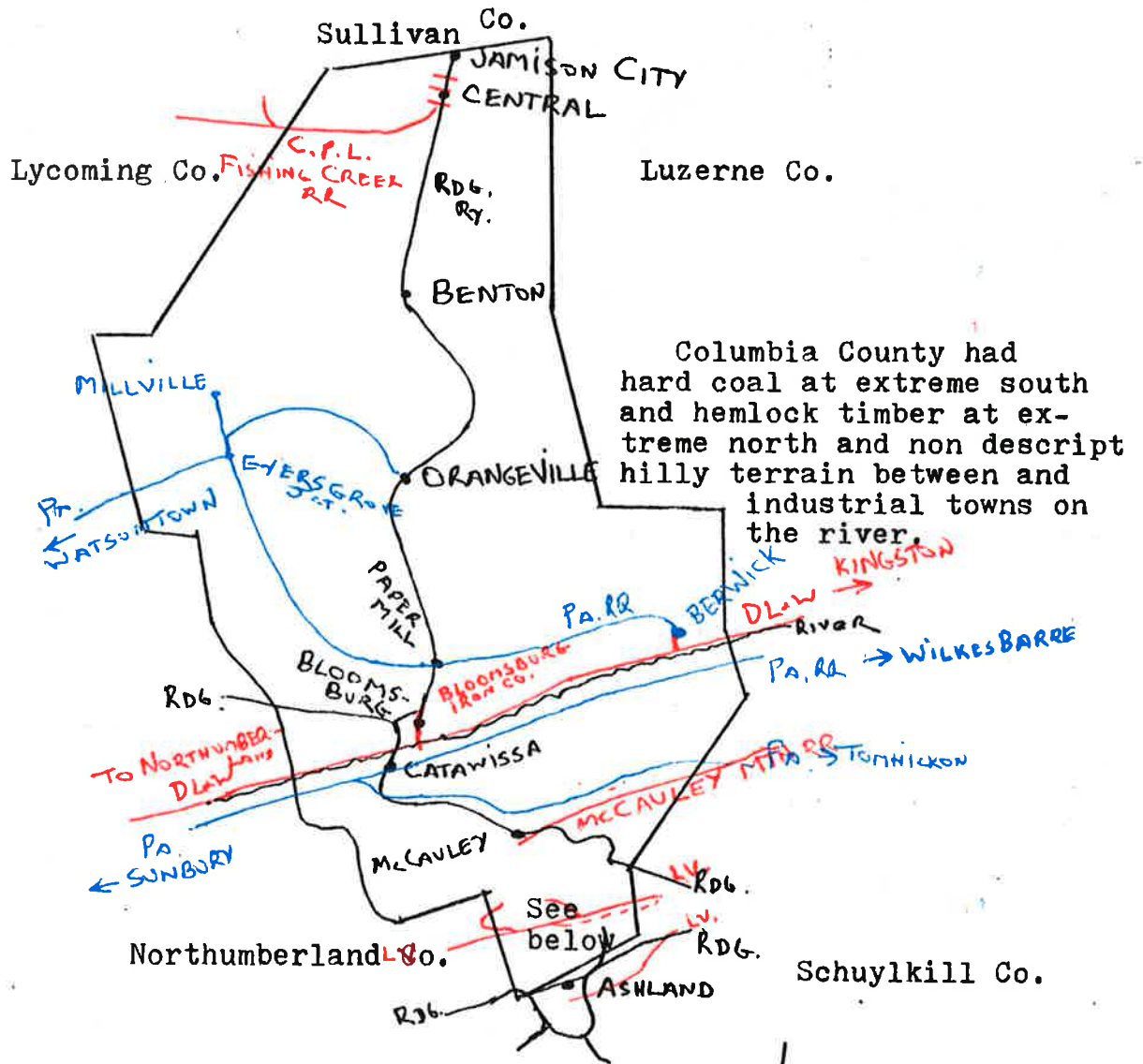
Inc. 7-21-1906 Beech Creek RR at Mill Hall to limestone quarry at Cedar Spring, Lamar Twp. 4 miles

Lock Haven and Jersey Shore RR

Inc. 2-27-1911 Pa. RR at Lock Haven to Jersey Shore south end Broad St., Lycoming Co., 10 miles. Electric?

Gleasonton and Paddys Run RR

Inc. 5-14-1914 Gleasonton to fire clay mines in Leidy Twp, 3 ft. gauge.



Bloomsburg RR & Iron Co.

Previously inc. Suppl. 4-14-1845 to construct a RR from their canal basin at Bloomsburg to the iron works on Fishing Creek, 1 mile. To be private. Built soon after on what became Railroad Street. Probably used horses. Later connected with DL&W and abandoned from basin to DL&W, 1/8 mile. Track or roadbed taken over by Bloomsburg & Sullivan RR in 1885.

Central Pennsylvania Lbr. Co. - Fishing Creek RR

C.P.L. acquired saw mill of Thomas F. Proctor at Jamison City, Columbia Co. when CPL organized in 1903. It is not known if Proctor had been using a logging railroad on Fishing Creek, but it is doubtful.

C.P.L. obtained trackage rights over Bloomsburg and Sullivan RR 2 miles from Jamison to Central and either bought or obtained rights to use the log railroad of Pentecost Lbr. Co. (see Sullivan County) from Central to Emmons on Fishing Creek 4 miles. C.P.L. extended log railroad up West Branch of Fishing Creek. Unofficially called it the Fishing Creek RR but locomotives lettered Central Pennsylvania Lbr. Co. Torn up 1912 when saw mill closed. Had at least one loco, #59 (see Lycoming County) and had or Proctor had a 4-4-0

McCauley Mountain RR

Inc. 5-4-1854 From coal mines on McCauley Mtn. to Catawissa, Williamsport and Erie RR. Merged 4-10-1858 without name change with Columbia Coal & Iron Co.

Suppl. 4-4-1863 RP sold to new owners and name changed to McCauley Mtn. and Black Creek RR. Built along Beaver Creek on south side of McCauley Mtn. about 5 miles.

Locomotives - unknown

Build 1855, 1856 owned by the coal company.

McCauley Mountain & Black Creek RR

Inc. 4-4-1863 as a renaming by new owners of McCauley Mtn. RR.

Abandoned ~~SEPT~~ 1869. It may have been relaid

Poor's Manual 1880 days acquired by Lehigh Valley RR (but LV makes no mention). It shows on 1884 map but not 1894 map. 1884 map shows connection with Catawissa RR (Rdg. Ry.) as Shuman and running north east 3 or 4 miles.

Locomotives unknown.

North Shore RR

Inc. 9-14-1984 but had begun operation 8-1-1984 between Northumberland and Berwick on former Conrail-DL&W trackage. Serves a variety of businesses in Berwick, Bloomsburg, and Danville. Loco: SEE APPENDIX #5

Pentecost Lbr. Co. See Sullivan CountyPaper RailroadsCatawissa & Towanda RR

Inc. 4-1-1836 Catawissa, Columbia Co. via Fishing Creek and Little Pipe Creek in Columbia and Luzerne Counties to Towanda, Bradford Co.. Cross Susquehanna River at Nescopeck.

Mifflinburg & Cattawissa Furnace RR

Inc. 4-4-1837 Mifflinburg to L.S.&S.RR at Catawissa Furnace, Columbia Co.

Danville RR Inc. 4-16-1840 See Montour Co.

Catawissa & Towanda RR

Inc. 2-6-1852 Catawissa up Fishing Creek, Sullivan and Bradford Counties to connect with N.Y. & Erie RR (apparently a reincorporation.)

West Buck Mountain Coal & Iron Co.

Inc. 3-4-1864 5000 acres in Black Creek Twp, Luzerne Co.; Union Twp, Schuylkill Co; and Beaver Twp, Columbia Co. and build a RR up to 9 miles.

Pennsylvania Middle Coal Field Coal and RR Co.

Inc. 6-25-1864 to hold coal lands in Columbia Co. and build up to 10 miles of RR.

Sugar Cabin Coal & Iron Co.

Inc. 4-18-1865 to hold 3000 acres in Columbia and Luzern Counties and build a RR to an EXISTING ONE.

Powell Tract Coal Co.

Inc. previously

Suppl. 2-24-1869 Authorized to build a RR, not over 20 miles to connect coal fields to L.V.R.R. or Catawissa RR near mouth of Beaver Creek, Beaver Twp, Columbia Co. and change name to Western Anthracite RR & Coal Co.

Western Anthracite RR & Coal Co.

Inc. 2-24-1869 as name change of Powell Tract Coal Co. and build a RR not over 20 miles to connect coal fields to L.V.RR or Catawissa RR from near mouth of Beaver Creek, Beaver Twp. Columbia Co.

Hunlocks Creek & Muncy RR

Inc. 4-15-1869 Hunlocks Creek, Luzerne Co. - Huntington Twp to Muncy, Lycoming Co.

New York & Bloomsburg & Western RR Inc. 3-22-1886 See Carbon Co.

Wilkes Barre & Williamsport RR Inc. 11-26-1889 See Lycoming Co.

Lehigh & Western RR

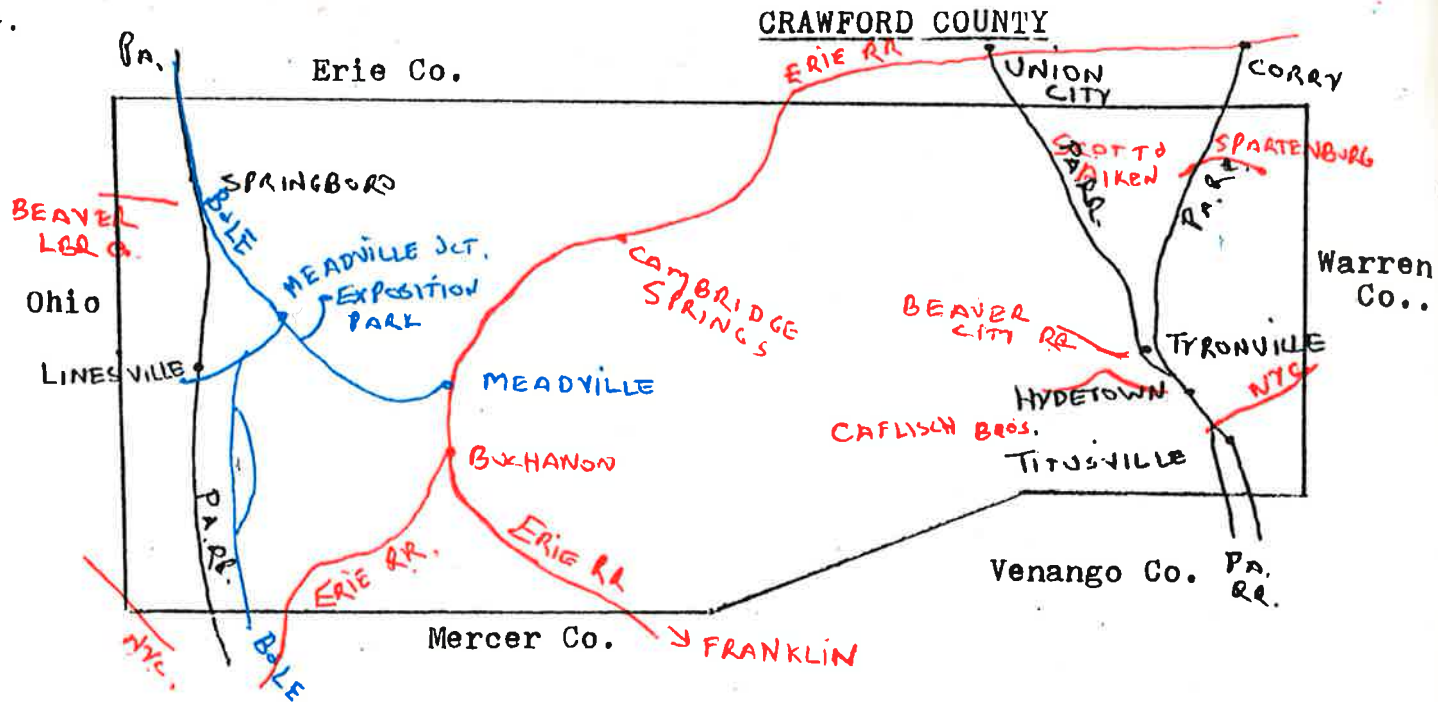
Inc. 5-12-1891 White Hazen, Luzerne Co. to Berwick, Col. Co. 36 miles

Ashland and Centralia Ry.

Inc. 9-23-1897 Ashland, Schuylkill Co. to Centralia, Columbia Co., 3 miles

Northumberland and Nanticoke RR

Inc. 4-3-1901 See Northumberland Co.

Beaver City RR

Not inc., built by A. C. Batchelder Lbr. 3 miles 42" gauge with wood rails in 1886/87 At Tryonville. Location unknown. Torn up about 1890. Had 1 small loco.

Beaver Lbr. Co.

Not inc., built in 1905 a log RR 36" gauge, 10 miles from Springboro to near Ohio State line. Torn up 1911. Had a Cl. B Climax bought 1905 (new?) of 22 tons for sale in 1911.

Cafilisch Bros.

Not inc. Used former Titusville & Tryonville trolley line from Hydetown to 3 miles toward Tyroneville and then ran 1 or 2 miles west, possibly on De Wolfe Run. Built about 1917 and torn up about 1925. Had an 0-4-0 ~~loco.~~ Empire Lbr. Co. #31, 209 1918

Scott and Aiken

Not inc. Built 1876-75 from Aiken's switch, one mile north of Spartenburg west a long patricks Run for several miles. Torn up early 1880s. Had 1 home built loco.

I. L. Shank & Co. - Imel & Shank

Not inc. Built from near East Titusville up Pine Creek 8 miles in 1897, 36" gauge. Torn up about 1902. Log RR at Enterprise. Had Cl. A Dunkirk, 12 tons, 2nd hand. Paper Railroads

Union & Titusville RR

Probably an error for Titusville & Union RR (later Oil Creek & Allegheny River) No inc. record. However inc. papers 7-22-1870 say reorg after foreclosure. No name change.

None

Act of 4-7-1852 for Alexander Johnson and Abraham C. Johnson to construct wooden RR from head of navigation on East Br. Oil Creek, Crawford Co. to mouth Hickory Run in Warren Co., 8 miles.

Western Junction RR

Inc. 4-18-1861 as renaming of Union RR Co. To build south of New Castle, Lawrence Co

Oil Creek Lake & Titusville Mining & Trans. Co.

Inc. 4-4-1865 at outlet Oil Creek Lake on Oil Creek to Titusville

Tidioute RR

Inc. 4-8-1867 from Tidioute on Warren & F. RR to Enterprise or Titusville to Petroleum Centre.

Meadville & Titusville RR
Inc. 3-28-1870 Meadville, Crawford Co. to Titusville.

Lake Erie and Pittsburgh RR Inc. 3-31-1870 See Allegheny Co.

Erie and Meadville Southern Ry. Inc. 4-6-1870 See Butler Co.

Pithole Valley Ry. Extension Inc. 2-27-1871 See Venango Co.

Titusville & Franklin RR
Inc. 9-25-1871 Titusville to Franklin, Venango Co., 30 miles

Oil Producers RR
Inc. 4-4-1872 New York State in Chatauqua Co to Titusville, Crawford Co., 35 miles

Ohio River & Lake Erie RR Inc. 11-23-1881 See Mercer Co.

Titusville & Sheffield RR
Inc. 5-26-1882 Titusville to Clarendon or Sheffield, Warren Co.

Erie, Butler & Pittsburgh RR Inc. 5-9-1887 See Mercer Co.

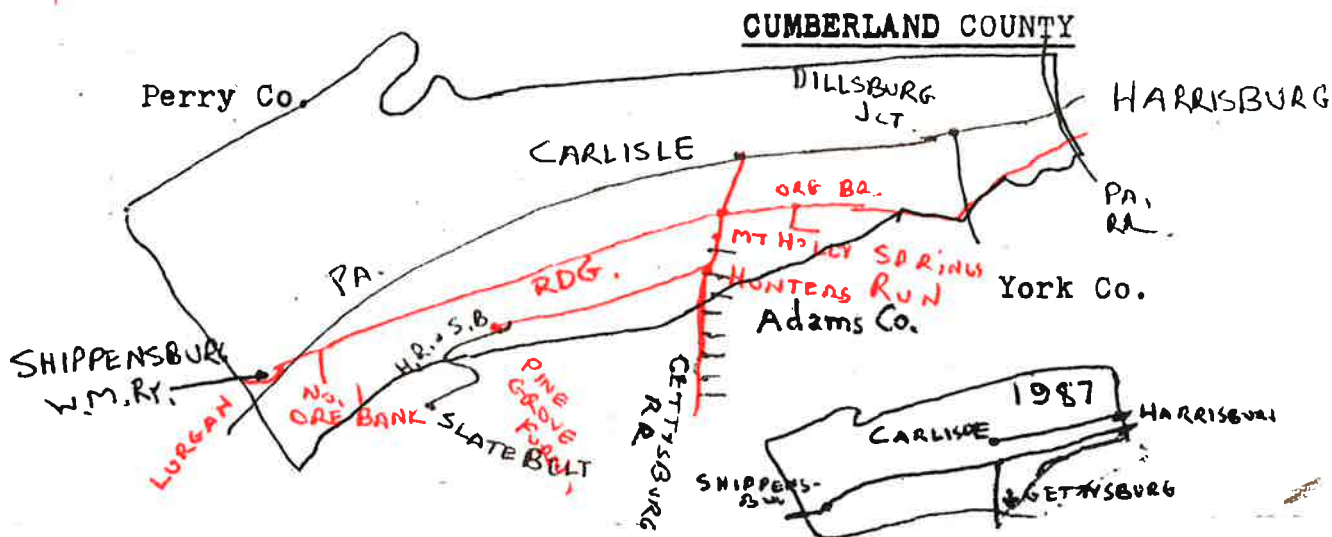
Titusville, Cambridge and Lake Erie RR
Inc. 7-1-1891 to build from Erie thru Edinboro, Tidioute to Pithole. Foreclosed 6-25-1891 and reorganized under same name 7-16-1891. No track laid and reorg. 4-1-1901 as Lake Erie RR.

Lake Erie RR
Inc. 4-1-1901 as reorg. of Titusville, Cambridge & Lake Erie RR. Reorg. 5-21-1906 as Erie & Central Penna. RR after foreclosure 4-19-1906.

Erie and Central Pennsylvania RR
Inc. 5-21-1906 as reorg. of Lake Erie Ry, Erie to Punxsutawney, 150 miles. Reorg. 12-23-1913 as Titusville and Cambridge RR

Titusville and Cambridge (or Cambridge Springs)
Org. 12-23-1913 as reorg. of Erie and Central Pennsylvania Ry. P.U.C. Annual report 1917 said inactive. Last filed with PUC 1964

Titusville Central RR
Inc. 12-1-1909 Titusville to Corry, 21 miles (probably to be electric). Corp. dis. 1915.



Hunters Run & Slate Belt RR

Inc. 6-8-1891 and leased 8.4 miles from Hunters Run to Pine Grove Furnace of form-South Mountain RR (P.&R.Ry)

Built from just east of Pine Grove Furnace to slate quarry, 5.1 miles in Adams Co. ~~by switching~~ tracking over mtn. Quarry was about 2 miles west of Wenks. Opened 6-15-1892. Lease given up 11-1-1910 and former Rdg. track returned to Rdg. Remainder apparently aband. at that time.

Locomotives: Had 3 according to 1894 Poors -

#5 2-6-0 Baldwin 1892 12611 ex Rdg. #19, bought ?. Sold to Lancaster & Rdg. RR#5, #? 2-4-0 " 1899 9966 ex Brockton, Bath & West End 1910.

Gettysburg RR

See Adams Co. Former Rdg. Ry Mt. Holly Springs south to Gettysburg

Paper Railroads

Newville Branch RR

Inc. 3-31-1836 from Cumberland Valley RR near Big Springs to Newville.

Adams County RR Inc. 4-14-1863. See Adams Co.

Caledonia & South Mountain RR Inc. 2-13-1867 Caledonia Iron Works, Franklin Co. to Pine Grove and Papertown to Carlisle in Cumberland Co. Suppl. 6-17-1870 Time to begin construction extended and RR may built branch to Dillsburg, York Co.

Union Narrow Gauge RR Inc. 3-29-1872 See Bedford Co.

Bendersville Extension RR Inc. 11-4-1873 See Adams Co.

Harrisburg & Baltimore RR Inc. 1-18-1878 See Dauphin Co.

Pittsburgh & Atlantic RR Inc. 10-6-1881 See Fayette Co.

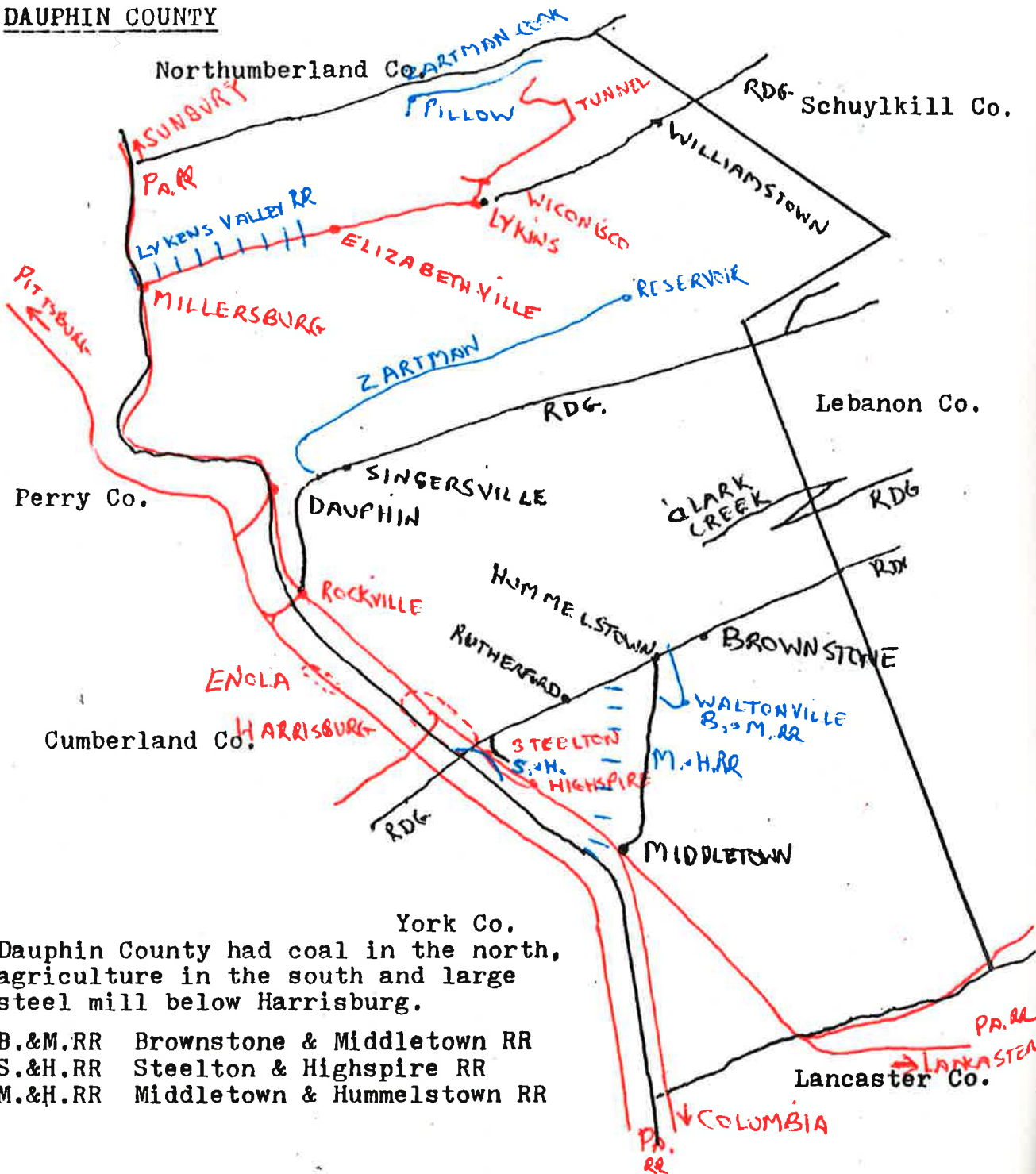
Harrisburg & Western RR Inc. 1-25-1883 See Dauphin Co.

Harrisburg & South Western RR Inc 8-9-1883 See Dauphin Co.

Harrisburg & Bedford RR Inc. 12-1-1890 Cumberland Valley RR near Shippensburg to Bedford & Bridgeport RR near Mt. Dallas.

Susquehanna & Western RR Inc 11-17-1897 Wormleysburg to Mechanicsburg, 9 miles.

DAUPHIN COUNTY



York Co.
Dauphin County had coal in the north,
agriculture in the south and large
steel mill below Harrisburg.

- B.&M.RR Brownstone & Middletown RR
- S.&H.RR Steelton & Highspire RR
- M.&H.RR Middletown & Hummelstown RR

no name

Authorized 4-13-1854 by Legislature to build a private railroad from Pennsylvania RR near North Street down to the Canal Basin along Canal St. of George W. Harris in Harrisburg. (not known if built or if the Penna. RR operated it.)

Brownstone & Middletown RR

Inc. 2-1-1892 Brownstone to Waltonville, 2.5 miles. Had already been built, probably in 1891 or 1890. 2.5 miles. Shut down 1928 when quarry closed and torn up 1935-36. Had served a quarry, but also operated a passenger train. Locomotives: most are believed to have been small saddle tank switchers to serve in the quarry.

- ? 0-4-OT (with square saddle tank)
- 6 " (with round saddle tank) Tore up the RR in 1935.
- 7 0-4-0 Altoona 1892 GN 1767 ex Pa. RR #129, class A-2, acquired 7-1905
- ? 4-4-0 ex Pa. RR ?

Cook, Charles W.

Not inc. Built a logging RR on former roadbed of Zartman Lbr. at Pillow in 1931 for 3 miles on Mahantango Creek. Torn up 1935. 42" gauge. Had an 0-4-0 purchased from a coal company.

Lykens Valley RR

Inc. and took over from Penn Central former Pa. RR track Millersburg to Elizabetville, 8 miles to serve a feed/agricultural fertilizer plant. Began operation in 1976 late and discontinued in late 1977 or 1978. Used 44 ton diesel #10 from Stewartstown RR, formerly Coudersport and Port Allegheny RR #D-1. Also #1 Also 1000 HP 1945 73359 ex L.I. RR 445. TRANSFERRED TO MERKERSBURG RR #1

Midland Pennsylvania RR

Inc. 2-16-1910 From Millersburg to Ashland to reach coal fields and agriculture in Lykens Valley. Built Millersburg several miles 1910 and 1911. Work halted. Resumed in 1916 and track extended to Berrysburg, 9 miles. Operated briefly 1916 and 1917. Torn up 1919. Had 1 locomotive but may never have used it (used a 2nd hand engine instead maybe) #1 4-4-0 Baldwin 1916 43007. Resold to Cumberland & Manchester RR #7, later L.&N. #7
" " " 1911 37069 new. Sell Mo. & North Ark #23 not used
" " " 1913 39652 " " Fr. Smith West. 22

Steelton & Highspire RR

Inc. Nov. 16, 1916 by Bethlehem Steel Company to serve their steel mill located along the Pennsylvania RR from Steelton to Highspire. Originally owned by the Penna. Steel Co. Not known when steel mill and railroad built. A plant facility although at one time had a team track at Highspire (?). Bethlehem Steel Co. owned 6 railroads- Conemaugh & Blacklick RR for Johnstown, Pa. steel mill; Fore River RR for their Massachusetts ship yard; Patapsco and Back Rivers RR for their Baltimore steel facility; Philadelphia, Bethlehem and New England RR for their Bethlehem, Pa. steel mill; South Buffalo RR for their Lackawanna, Buffalo mill; S.&H. RR; Cornwall RR for ore mine; Cambria and Indiana RR for coal mines. Locomotives: The RR had operated about 12 locomotives since the 1920s. Besides the standard gauge operation, the was also a 36" gauge at one time. The first locomotives built new and bought by the S&HRR were in 1925.

Prior to Bethlehem Steel Co. ownership steel mill was owned by Penn Mary Steel Co.

SEE ADDENDA 5 FOR DIESELS

- 7 0-6-0 Baldwin 1906 27444 ex Pa. Steel #7
- 14 " " 1902 20037 " #14
- 25 " " 1917 45368 ex Beth. Steel #5

#31 600 hp Alco 1937. 68795

Year	Locomotive	Weight	Company	Gauge
?	0-4-0 Porter	1883	605	36" gauge
"	"	"	606	Std.
"	"	1885	684	36"
"	"	"	685	Std.
"	"	1886	794	36"
"	"	"	795	Std.

43 0-6-0 P&LE 1901 492114 ex 1910 Pa. Steel 43
44 " " 1897 " 9086 " " 44
" " Atlantic 1907 PA 1155 " 1906
C.A. 1175

Zartman Lbr. Co.

Not inc. Built logging RR in 1904, 42" gauge, 6 miles, from Pillow thru the gap and along north side of Mahantango Mtn. Aband. 1909. #494 Climax Cl. B 1904 c.n. 494 20 tons New Transferred 1909 to Dauphin operation.

Zartman, W.P., Lbr. Co.

Not inc. built at Dauphin in 1909, 42" gauge, about 15 miles around the face of Third Mtn. and up Clark Creek to location of present reservoir. Torn up 1919.

- #258? 2 Tr. Shay 1889? 258 transferred from Zartman at Dornsife, Northumberland Co. Sc. 1919
- 494 Cl. B. Climax 1904 494 transferred from Pillow, Dauphin Co. operation. Sc. 1919

108. Dauphin County

Middletown and Hummelstown RR

Inc. 11-16-1950 in Iowa as the Mason City and Clear Lake RR. On 7-8-1974 name was changed to Middletown and Hummelstown RR to take over former Reading Ry. line (built by original M. & H. RR) from Middletown to Hummelstown. June 1972 flood knocked out 4 1/2 miles from Hummelstown toward Middletown. Only portion at Middletown is operated. #1 GE 1941 13154 of U.S. Army #2272 65742
L " 1989 Paper Railroads "Stone Stone" #2

Reading, Fredericksburg & Susquehanna RR Inc. 6-16-1836 See Berks Cnty.

Harrisburg & Sunbury RR

Inc. 4-3-1837 Harrisburg to Sunbury.

No name

Inc. 3-17-1838 Market St., Harrisburg at Harrisburg and Lancaster RR to North St., Susquehanna Twnp, Dauphin Cnty.

Lauman, Geo. M.

Authorized 4-13-1938 to build a RR from Harrisburg, Portsmouth, M. & L. RR at Portsmouth down an alley to the canal basin and on Ann St. (Don't know if track laid.)

Good Spring Coal Co.

Inc. 6-4-1839 to hold 2000 acres. See Schuylkill Cnty.

Bear Valley Coal Co. Inc. 6-12-1839 See Schuylkill Cnty.

Union RR & Mining Co.

Inc. 6-12-1839 to hold 2000 acres coal land in Dauphin and Schuylkill Cntys and to build a RR to any canal or RR.

Harrisburg & Pine Grove RR Inc. 3-24-1842 See Schuylkill Cnty.

Bear Mountain RR Inc. 7-13 1842 See Schuylkill Cnty.

Mahanoy & Wisconsin RR Inc. 5-6-1850 See Northumberland Cnty

Short Mountain Coal Co.

Inc. 2-20-1851 to hold 2000 acres on Bear or Short Mtn. and in Lykens, William, and Bear Valleys, Dauphin Cnty, and build RR to Lykens Valley RR

Millersburg & Bailysburg RR

Inc. 4-12-1851 Millersburg, Dauphin Cnty to Bailysburg, Perry Cnty.

Williams Valley RR & Mining Co.

Inc. 5-25-1839 from head of Williams Valley, Schuylkill Cnty to navigable water in Dauphin Cnty. Suppl. 5-7-1855 renamed Schuylkill & Dauphin County Improvement and RR Co. Began a 2 mile tunnel thry Big Lick Mtn at head of 7th St. in "Tower City."

Schuylkill & Dauphin Improvement and RR Co.

Inc. 5-7-1855 as renaming of Williams Valley RR & Mining Co.

Reading & Treverton RR Inc. 4-10-1867 See Berks Cnty.

Harrisburg & Baltimore RR

Inc. 1-18-1878 New Cumberland, Cumberland Cnty to Ewington, Dauphin Cnty crossing Susquehanna River at Ewington, 1 mile.

Pennsylvania, Poughkeepsie & New England RR

Inc. 5-6-1879 Harrisburg north eas to connect with South Mountain & Boston RR at N.J. state line near Portland, 107 miles. Sold to Penna. & New England, 1880.

Pennsylvania & New England RR

Inc. 5-5-1880 Harrisburg thru Lebanon, Berks, Lehigh, and Northampton counties to just south of Delaware Water Gap, 107 miles. Acquired Penna., Poughkeepsie & New England RR 1880.

Susquehanna & Delaware River RR

Inc. 7-25-1881 from foreclosure of Penna. & New England RR. Foreclosed 1886 and re-named Harrisburg & New England RR.

Swatara RR

Inc. 9-1-1882 Steelton to stone quarry of Penna. Steel Co., 3 miles.

Harrisburg & Western RR

Inc. 1-25-1883 Harrisburg to Pitts., McKeesport & Youghiogheny RR, 300 miles

Harrisburg & South Western RR

Inc. 8-9-1883 Harrisburg to Maryland in Franklin Cnty, 90 miles.

Harrisburg & New England RR

Inc. 7-13-1886 as reorg. of Susquehanna & Delaware River RR. Reorg. 11-26-1886 as Harrisburg & Eastern RR

Harrisburg & Eastern RR

Inc. 11-26-1886 as reorg. of Harrisburg & New England RR. Reorg. 5-31-1887 as Harrisburg & Delaware River RR

Harrisburg & Delaware River RR

Inc. 5-31-1887 as reorg. of Harrisburg & Eastern RR

Southern Central RR

Inc. 12-1-1890 Harrisburg up west side of river to opp. Sunbury (Selinsgrove) on SS&LR

Central RR of Pennsylvania

Inc. 7-5-1892 Middletown to Steelton, 6 miles

Blue Mountain RR Inc. 8-8-1893 See Berks Cnty.

Pennsylvania Midland RR Inc. 6-20-1894 See Berks Cnty

Millersburg & Brookside RR

Inc. 1-31-1896 Millersburg to Brookside, 23 miles, Schuylkill Cnty.

Cornwall & Western RR

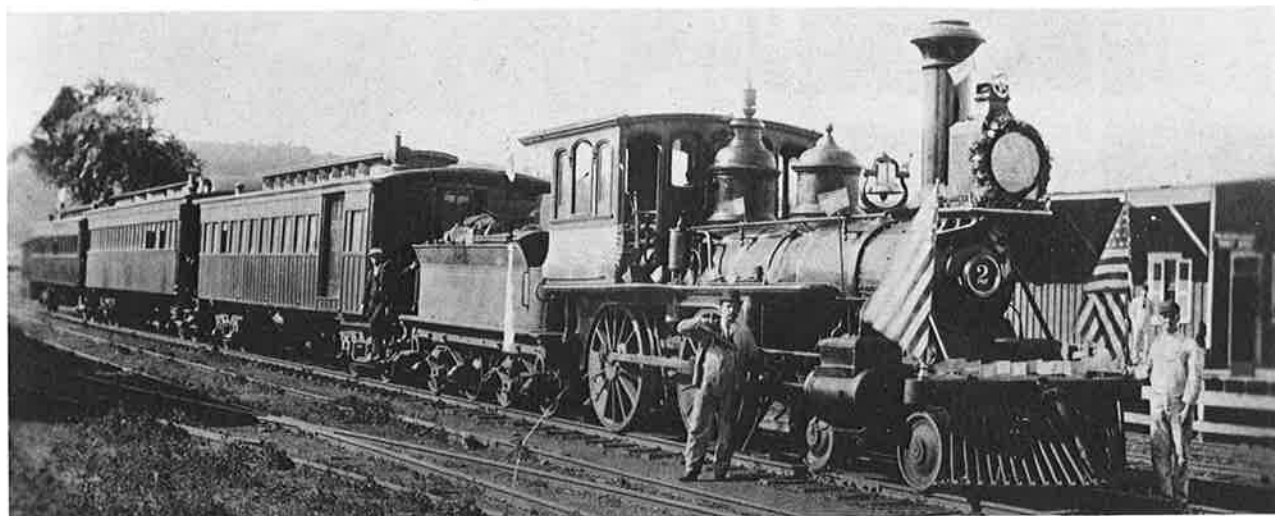
Inc. 3-8-1901 Cornwall to Steelton, 25 miles

Harrisburg & South Mountain RR Inc. 8-12-1901 See Berks Cnty

Dauphin & Berks RR Inc. ? See Berks Cnty.

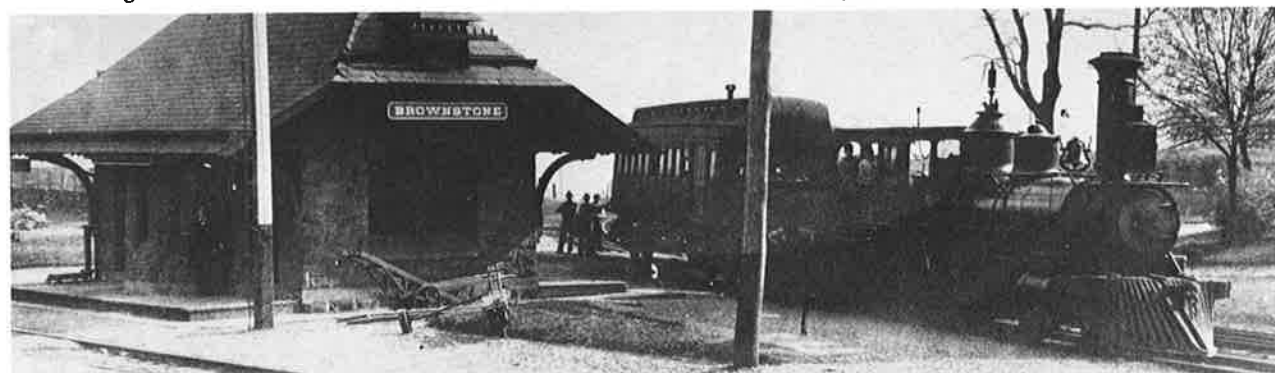


Elk Fire Brick Company's clay train drops down into Drury's Run, just west of Renovo in 1920. The clay cars are eight wheeled whereas cars used in the 1900-1910 had only four.

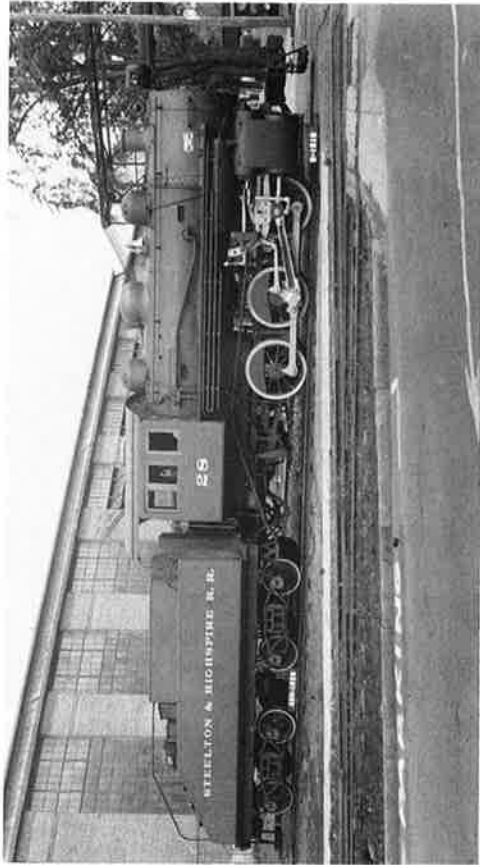


Bloomsburg and Sullivan Railroad's second No. 2 at Benton on the Fourth of July.

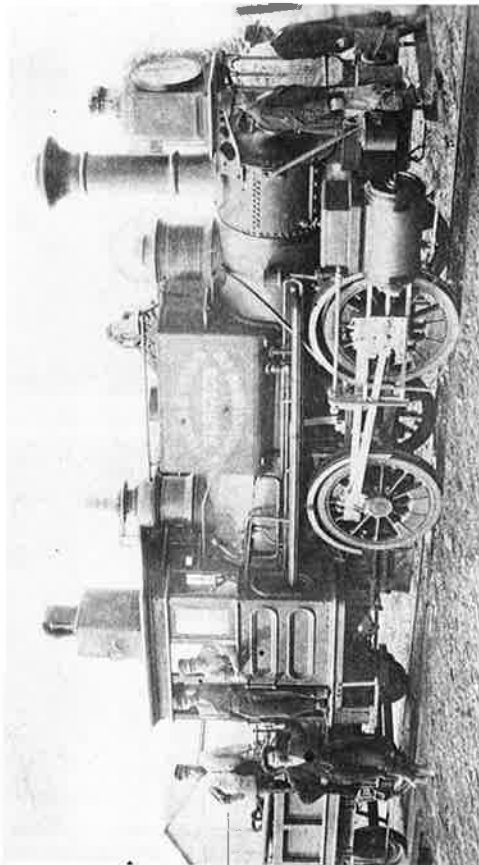
F. Stewart Graham



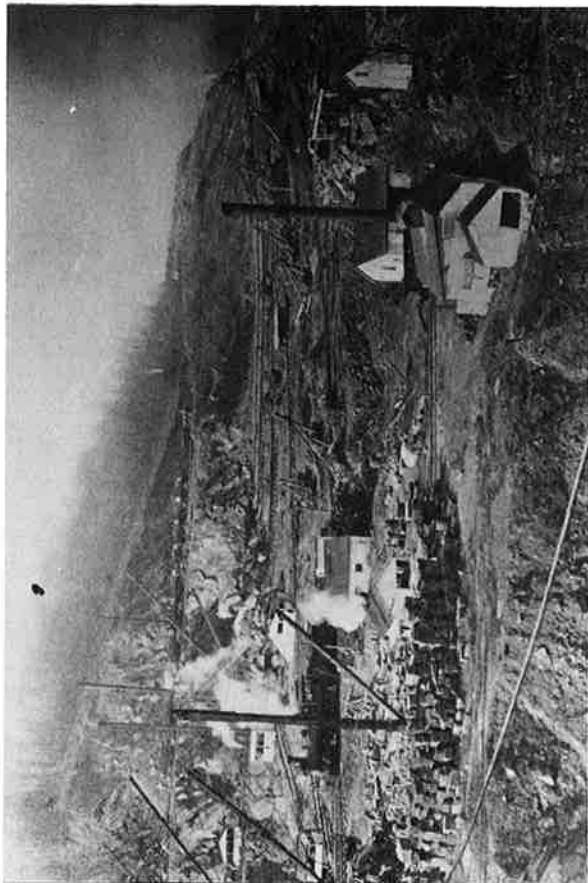
The Brownstone and Middletown Railroad existed for stone quarries at Waltonville. When brownstone became popular for row house construction in New York and other cities, the railroad was built to connect the quarries to the Reading Railroad in Dauphin County. Most of the engines used were saddle tankers but for the passenger train, which hauled workers and mail the three miles to the Reading at Brownstone and hauling the stone trains, a 4-4-0 was used.



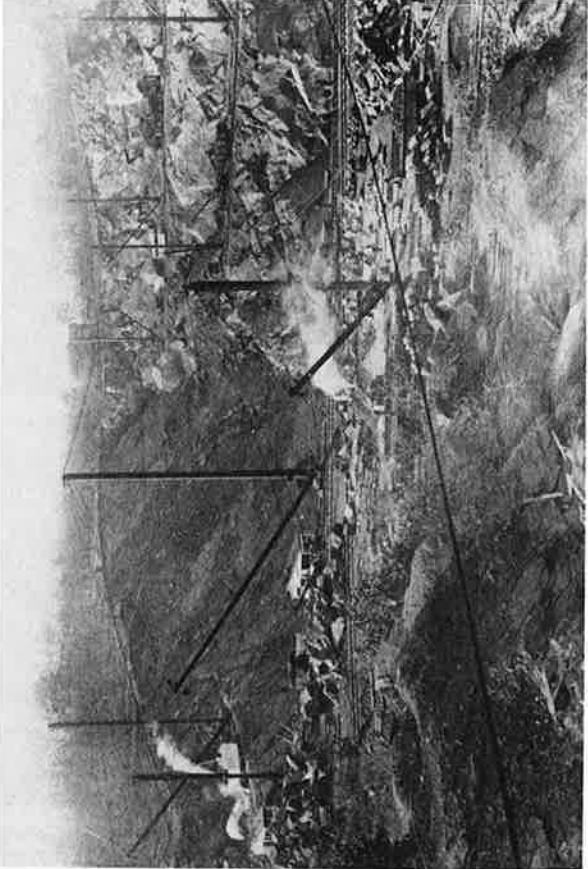
The Steelton and Highspire Railroad near Harrisburg only bought two steam locomotives using the railroad's name, Nos. 28 and 29 in 1925. Except for piston valves the locomotives were similar to those built twenty years earlier - not superheated, narrow firebox, arch bar tender trucks.



Jackson and Woodin Manufacturing Co's switcher at Berwick where they constructed freight and passenger cars in the 1880s. The little car behind the engine held coal. There is no indication as to the locomotive's builder. Soon after 1900 the Berwick car plant became the largest in the United States, turning out more than 30,000 a year.

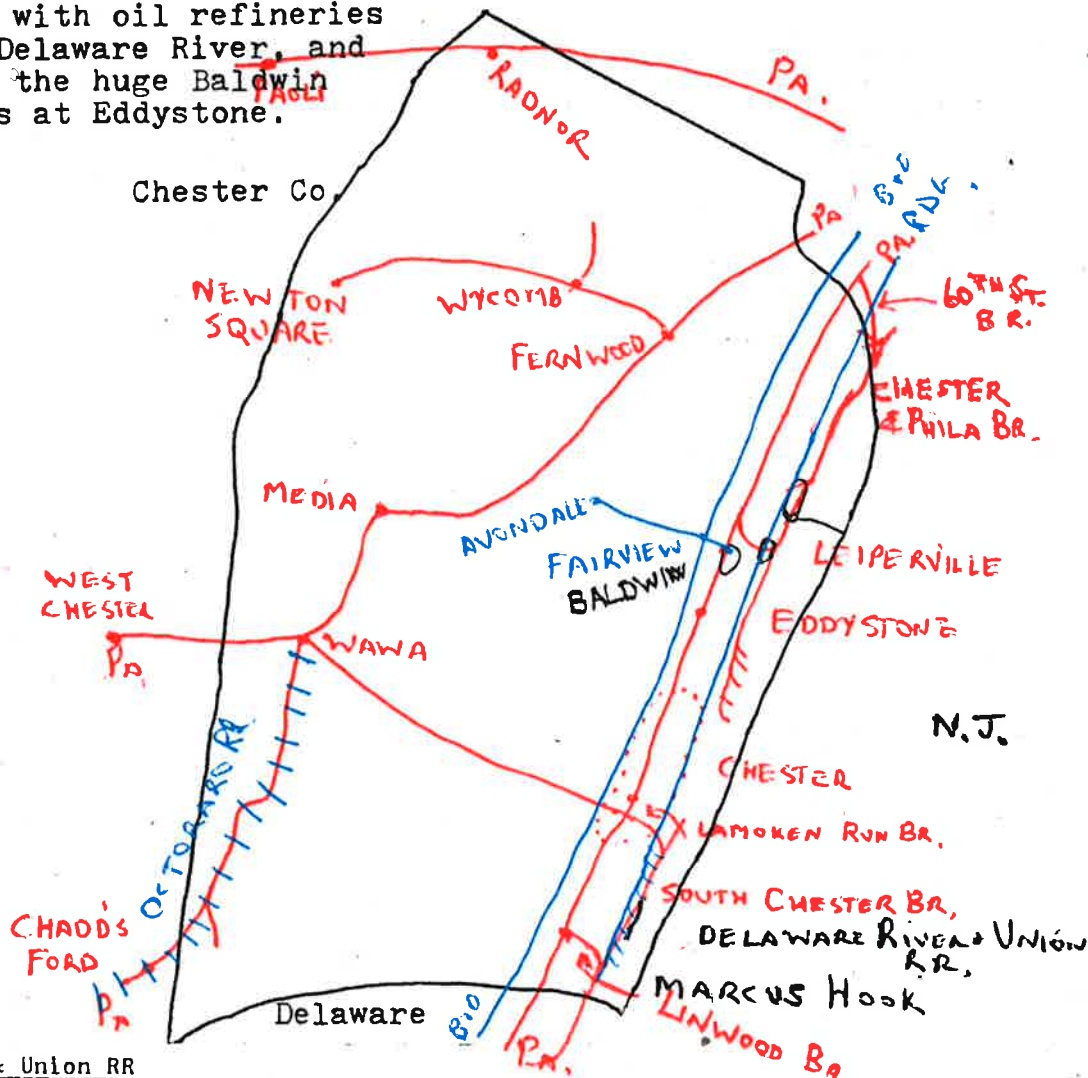


quarry covered with track. There are about 14 cranes each with its little building housing a steam engine. At the far left large rip rocks are being loaded on a car.



One of the quarries served by the Brownstone and Middletown Railroad. This interesting scene of quarrying with railroads shows three levels of tracks, their 4-4-0 and an 0-6-0T engine, loaded and empty cars scattered around, and the floor of the

Rolling country with oil refineries all along the Delaware River, and until the 1950s the huge Baldwin Locomotive Works at Eddystone.



Delaware River & Union RR

Inc. 7-22-1902 at Marcus Hook to connect Sun Oil Co. refinery to Reading and Penna. Railroads, 1 mile plus refinery trackage. Corp. dissolved Dec. 1941 but tracks continued in use as plant facility.
 Locomotives: Sun Oil had numerous switchers prior to trucking and pipelines of gasoline, but only one new loco bought in the name of the railroad:
 #10 0-6-0T Baldwin 1907 32424 46" drivers

Leiper's RR

Built 1809-10 by Thomas Leiper's stone quarry at Avondale on Crum Creek south .7 mile to Ridley Creek to ship stone. Possibly first horse tram in country. Replaced 1830 by a canal.

Octoraro Ry. See Chester County.

PAPER RAILROADS

The Presidents, Directors and Company of the Pennsylvania RR Inc. 3-31-1823 See Chester Co

Columbia, Lancaster & Philadelphia RR Inc. 4-7-1826 See Chester Co.

Delaware County Branch RR

Inc. 4-11-1835 from the Pennsylvania RR to head of tide navigation on Darby or Cobb's Creek,

Chester & Delaware County RR Inc. 3-30-1836 See Chester Co.

Chester Creek RR Inc. 4-1-1848 See Chester Co.

Philadelphia, Delaware & Chester Co. RR Inc. 3-17-1871 See Chester Co.

Media & Chester Narrow Gauge RR Inc. 5-25-1871 See Chester Co.

Delaware County RR

Inc. 3-8-1872 from intersection of Penna. Central RR and West Chester RR near Paoli, Chester Co. to Media to Chester.

Philadelphia and Chester County RR Inc. 4-9-1872 See Chester Co.

Philadelphia, Newtown Square & Chester RR
Inc. 3-23-1886 From B. & P. RR, Delaware Co., Chester Co. near Bobbs Creek to West Chester
25 miles.

Frankford & Delaware River RR
Inc. 9-18-1889 Darby Creek opposite Paschellville, Del. Co. to Tacony in Phila.. Corp dis.
1891-92

Crescent Connecting RR
Inc. 11-23-1891 Delaware River at state line to Boothwyne Sta. on Balt. & Phila. RR, 2 miles

Philadelphia and Willistown RR
Inc. 11-30-1892 Phila. to Eagle Hotel, Haverford Twp, Del. Co., 4 miles.

Essington and Chester RR
Inc. 10-25-1895 Essington to Chester Creek, 4 miles

Chester & Delaware RR
Inc. 9-4-1894 Phila at Cobbs Creek west thru Haverford Twp, Del. Co. to near Paoli, 15 miles

Philadelphia, West Chester & Lancaster RR Inc. 10-31-1894 See Chester Co.

Philadelphia and Essington RR
Inc. 11-26-1895 Essington, Del. Co. to Schuylkill River at Phila.

Chester & State Line RR
Inc. 11-26-1895 Chester, Del. Co. to Delaware State Line at Del. River, 4 1/2 miles

Chester County Central RR Inc. 12-9-1896 See Chester Co.,

Arcadia and Clifton Heights RR
Inc. 9-7-1900 Springfield Twp, Del. Co. near Addingham to Clifton Sta. on FW&B RR in Clifton Heights. 2 1/2 miles. Filed an annual report with PUC until 1964. Not known what company was using its charter for its plant facility.

Ardmore RR
Inc. 5-14-1901 Haverford Twp, Del. County to Lower Merion Twp, Montgomery Co., 3 miles.
Corp. dis. 1903-04

Philadelphia Terminal RR
Inc. 7-1-1904 Williston Twp, Chester C. to Eddystone, 28 miles. Corp. dis. 1906-07

Philadelphia and Schuylkill Valley RR
Upper Darby Twp to Bridgeport, 15 miles Inc. 5-25-1905. Corp. dis. 1906-07

Philadelphia, Delaware and Montgomery RR
Inc. 4-4-1906 Lafayette Sta. on Schuylkill Valley Br. of Pa. RR, White Marsha Twp, Montgomery Co. to Delaware River at Tinneccum Twp, Del. Co.

Philadelphia, Norristown & Northern RR
Inc. 2-13-1907 Villa Nova on Phila. & Western Ry to Norristown and br. to Conshohocken 8 1/2 miles. (probably an electric ry.) corp. dis. 1911-12

Garretsford & Delaware County RR
Inc. 4-26-1907 Garretsford to FW&B at highway crossing of Chester Hts. to Llewellyn road, 10 miles. Corp. dis. 1913

Philadelphia Terminal Transfer RR
Inc. 4-1-1908 Lower Merion Twp on Mill Creek to Delaware River at Tinicum Twp, Del. Co. 14 1/2 miles. Corp. dis. 1909-10.

THE ANTHRACITE INDUSTRY AND ITS RAILROADS

With the exception of buggy making there are very few industries in America which have so completely vanished as anthracite mining. Today it is only 4% of its peak years during World War I when 100,000,000 tons were mined annually. There were more than 300 breakers (almost all constructed prior to 1900); today there are 2 or 3. The output from just three, the Loree of the D.&H. RR in Kingston, the Woodward on the DL&W at Edwardsville, and the Truesdale near Nantcoke on the DL&W, exceeded the entire anthracite production in the mid 1980s in Pennsylvania.

Ten railroads served the fields and for eight of them it was the primary reason for construction of the railroad - the Reading, Lea high Valley, Lackawanna, Wilkes Barre & Eastern, Erie and Wyoming Valley, Lehigh and New England, Central RR of New Jersey (for its lines in Pennsylvania), Delaware and Hudson. The Ontario and Western had been built for other purposes, but achieved profitability only when it built into Pennsylvania to reach the coal. All nine of these railroads used a large number of camelbacks. The tenth railroad was the Pennsylvania. It had only three camelbacks. They were the first 4-4-2s on the road and were used to Atlantic City in competition to the Reading.

Amsler & Campbell Lbr.

Not Inc.. Built a saw mill at Loleta and had logging railroad branches off the Tionesta Valley RR on Laurel Run, Sugar Camp Run, Log Run, Lick Run, Jakes Run, Stock Run, Muddy Fork. The company was taken over by the Central Pennsylvania Lbr. Co in 1903 who cut some of these runs. 36" gauge. Mill and first RR built 1898. Had over 30 miles Last branch torn up 1913

Locomotives. All engines were taken over by C.P.L. and renumbered into the 50s

1/51	2 Tr.	Shay	1890	305	13 tons	ex Campbell, Ritts & Co., Forest Co.
2/52	"	Heisler	1900	1046	20 tons	new
3/53	"	"	1902		20 "	"
4/54	"	"	1904	1076	28 "	" Became Tionesta Valley Ry #15
?/50	Cl.R	Climax	1900?		20 "	2nd hand. Destroyed by fire.

Bells Run RR

Inc. 10-2-1903 Benzeste to Beechwood, 15 miles.
Owned by Miles Dent Lbr. Co. and built only on Bell Draft off the Dents Run RR. Had 3 1/2 miles in 1904, 7 miles in 1905. Abandoned 1907-8. Served timber interests and coal.
No locomotives. Operated by Dents Run RR

Benzinger Coal & Iron Co.

No record of incorporation 1853-1867.
Supplementary act 4-12-1867 allows right of way of existing RR, 1 1/2 miles, from their mine to Philadelphia and Erie RR to be widened. Location unknown

Bullick and Campbell

Built a log RR in 1900-01 up Birch Run (near New Whistletown) south of Johnsonburg, 2 mile and up Powers Run 3 miles soon after.
Sold Jan. 1905 Birch Hollow track to New York & Penna. Co. (See E.M. Campbell)
Had one Climax loco., #252, built 1901, c.n. 252, 30 tons, bought new. Sold to E.M. Campbell

Campbell, E. M.

Took over the Bullick & Campbell railroad on Birch Hollow at New Whistletown in 1903 and in 1905 sold to New York & Penna. Co. Used Bullick & Campbell's Climax.

Cartwright Lbr. Co., B. E.Horton & Cartwright Ridgway Lbr. Co.

Burr E. Cartwright was the central figure in several lumber company partnerships and corporations and several logging railroads which he incorporated, none of which had the name painted on the locomotives, and the names seem to have been used only to acquire land and then were forgotten except for the Brockport & Shawmut RR which hauled lumber from his Horton City saw mill down to the Erie at Brockport. This railroad later became the Mead Run branch of the Erie. It was always operated by the Erie RR. RR was std. gauge, about 1 1/4 miles of track.

Brockport and Shawmut RR

Inc. 7-31-1886 to run from Erie RR at mouth of Mead Run (Brockport) to Shawmut Village and built the 2.1 miles. Operated by the Erie and after the lumber company had expired the railroad was "absorbed" by the Erie. In 1936 it was to be merged into the West Clarion RR of the Erie, but never was consummated. Torn up about 1948. Had served a coal mine after lumbering expired. Erie operated Brockport to Horton City into 1940s.

Mead and Laurel Run RR

Inc. 5-23-1888 from Shawmut Village to Horton Twp in warrant 4371, 4 miles. Railroad ran north from Shawmut Village to Horton and continued to head of Mead Run where it angled over to Laurel Run. Inc. by Cartwright. Part of it to Horton City and a little north may have been built prior to inc.
Corp. was dissolved in 1894-95 after Kaul and Hall Lbr. Co. acquired everything Cartwright owned in 1893. 1 1/2 miles Horton City to Drummond acquired in 1890s by Shawmut Coal Mining Co. and acquired by Pitts., Shawmut & Northern 8-1-1899?

Shawmut and Brandy Camp RR

Inc. 5-2-1890 by Horton and Cartwright. To run from Mead & Laurel Run RR, north end of it, eastward to warrant 4373, 2 1/2 miles. Corp. dissolved 1891-92. Not known why it was inc. as all of railroad was on the lumber company's land.

Cartwright went bankrupt, from too fast expansion, in the 1893 panic. His properties were acquired by the Kaul and Hall Lbr. Co. All railroads and saw mill closed in 1897 or 1896.
Locomotives: Cartwright had 5 known locomotives which operated on his railroads

unknown	bought in	1896/97
#1	0-4-2 Porter	1888 934 new
? 2	Tr. Shay	" 213 "

?	"	Struthers Wells	1888	bought or leased from Wm. Sykes, Benzinger, Elk Co. and returned to him
?	"	Shay	1889	246 new Sold to Manchester Lbr.Co., Ala.

Central Pennsylvania Lbr. Co.

Company incorporated in 1903 and took over Amsler & Campbell at Loleta plus other lumber companies which had contracts to cut U.S. Leather Company lands. Besides Amsler and Campbell it had a very large operation, cut at Sheffield, off the Tionesta Valley RR on Big Run and Bear Creek. Other short branches of 2 to 4 or so miles ran off the T.V. and into Elk County such as Pigeon Run and Hill Run.

Clarion River RR

Inc. 12-17-1889 and built Hallton to Croyland 12 miles and 1 mile to Carman in 1890
Sold to Pittsburgh, Shawmut & Northern RR 8-2-1899 who operated it as a separate railroad.
Sold by P.S.&N. 7-31-1926 to United States Leather Company.

Leased to Tionesta Valley RR 1-1-1927

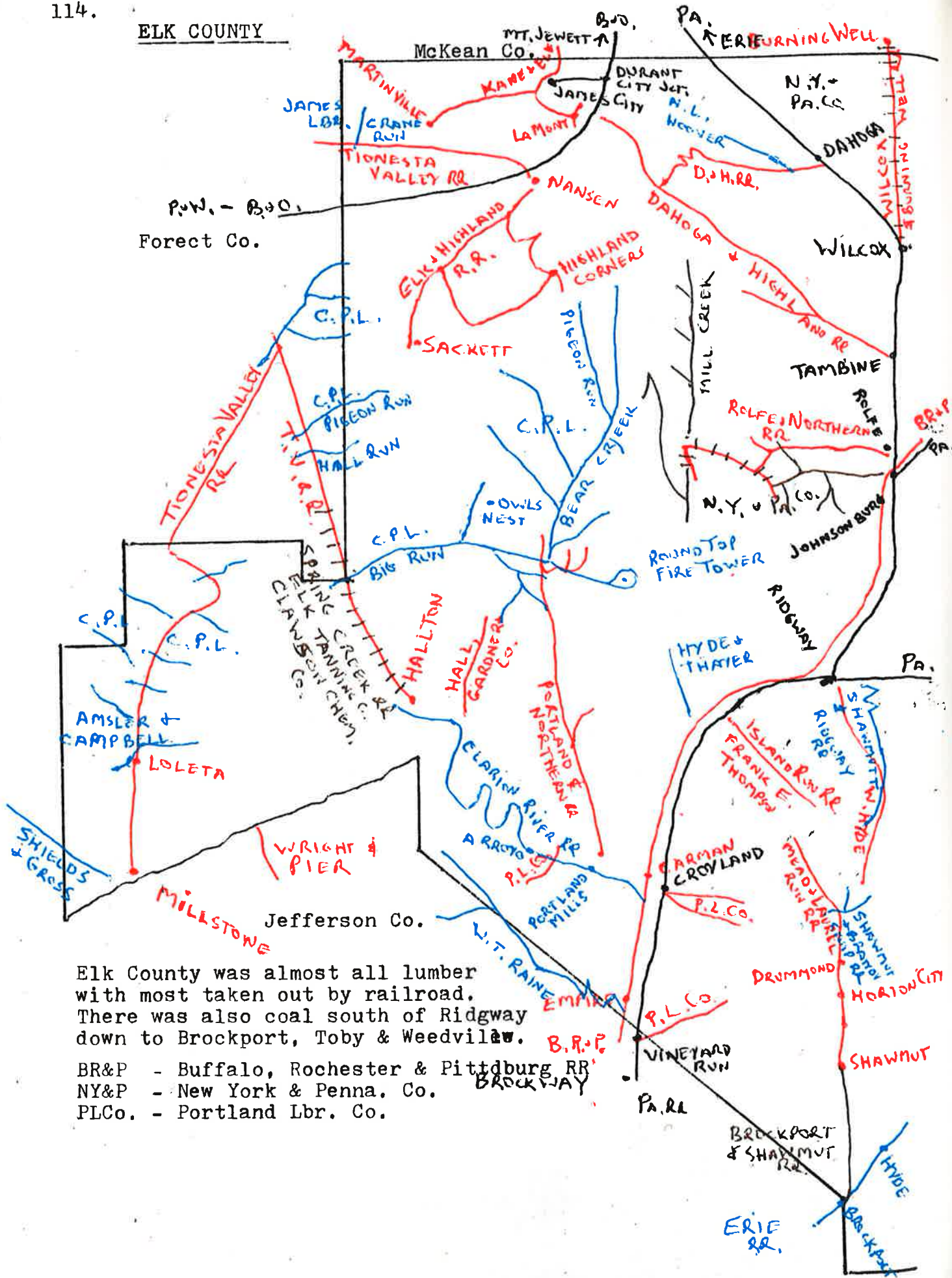
Sold to Clawson Chemical Co., May 1935. Sold to Susquehanna Chemical Co. 1946

Abandoned Carman to Croyland, 1 mile, in 1939. (I.C.C. auth. 10-27-1939)

Remainder abandoned 1948, Dec. 1 (I.C.C. authorized) 11.1 miles.

Standard gauge RR built to serve saw mill at Hallton and give an outlet for lumber to RR&P and Penna. RRs. Also served Arroyo tannery, and the Hallton chemical factory.

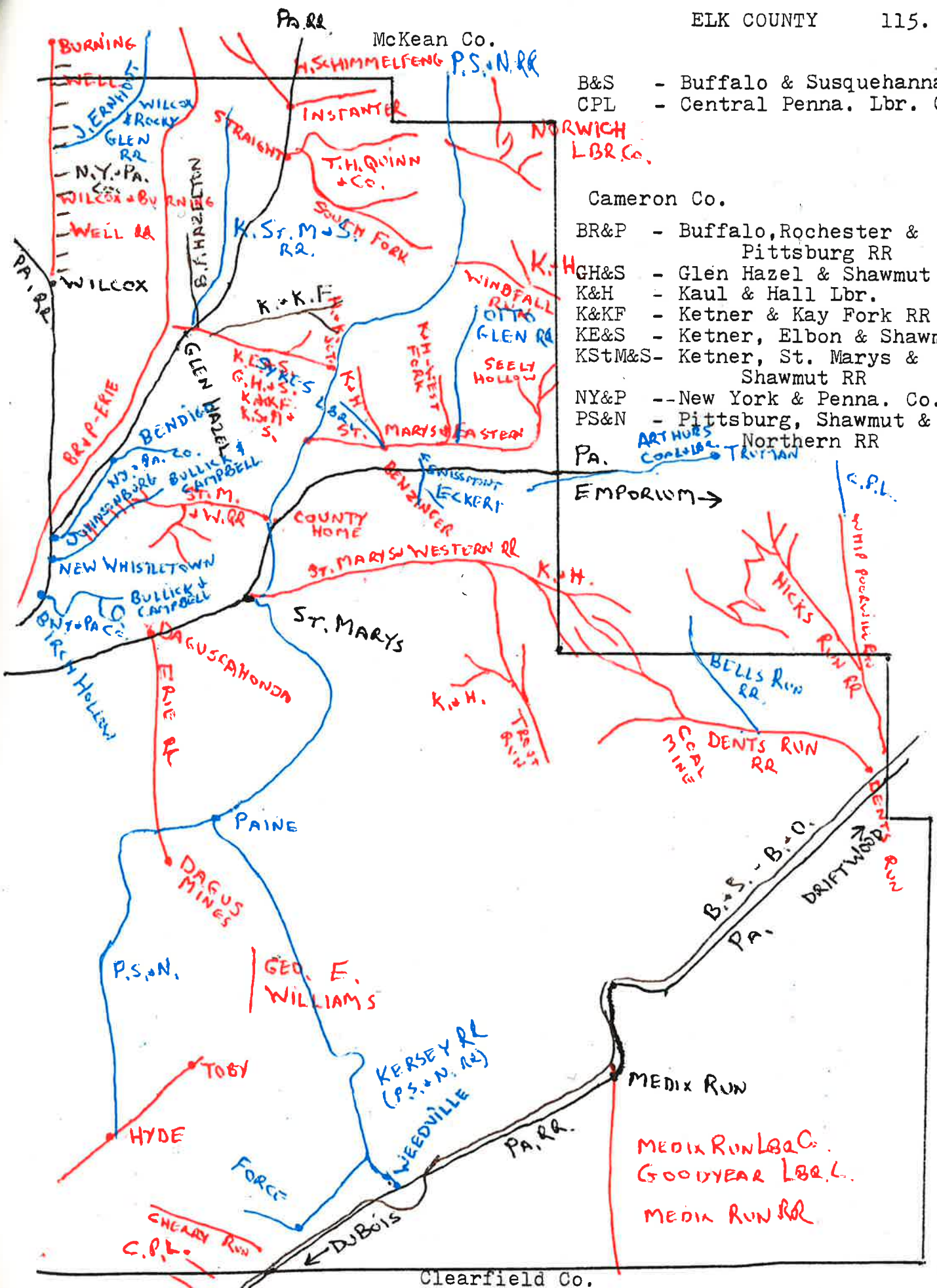
ELK COUNTY



Elk County was almost all lumber with most taken out by railroad. There was also coal south of Ridgway down to Brockport, Toby & Weedville.

- BR&P - Buffalo, Rochester & Pittsburg RR
- NY&P - New York & Penna. Co.
- PLCo. - Portland Lbr. Co.

Pa. RR. McKean Co.



B&S - Buffalo & Susquehanna RR
 CPL - Central Penna. Lbr. Co.

Cameron Co.

BR&P - Buffalo, Rochester & Pittsburg RR
 GH&S - Glen Hazel & Shawmut RR
 K&H - Kaul & Hall Lbr.
 K&KF - Ketner & Kay Fork RR
 KE&S - Ketner, Elbon & Shawmut RR
 KStM&S - Ketner, St. Marys & Shawmut RR
 NY&P -- New York & Penna. Co.
 PS&N - Pittsburg, Shawmut & Northern RR

PA. EMPORIUM →

Clearfield Co.

Clarion River RR cont.

Locomotives: During the PS&N years of operation, the PS&N used former Clarion River loco plus an additional PS&N engine. When T.V.Ry got it, they changed one of their narrow gauge Heislors to standard gauge to operate on it.

1	unknown			30 tons	unknown origin	
2	2-4-4	Baldwin	1892	12974	New	Scrapped 1926
17	2 Tr.	Heisler	1916	1322	40 tons	ex T.V.RR #17, bought 1935. Sc. 1950 or later
20	2-6-0	Alco	1904	29516	T.V.RR #0, leased 1926.	Returned to TV or scrapped
119	4-6-0	Baldwin	1921	55301	ex Susq.&N.Y.RR #119, bought 1947	Sc. 1949

Clawson Chemical Co.

Inc. 12-2-1901. See Ketner and Kay Fork RR

Bought Tionesta Valley RR from Sheffield Jct. to Hallton, 17 miles on 5-31-1935 (originally the Spring Creek RR) to operate as a private RR, bringing chemical wood to their factory at Hallton.

Bought Clarion River RR in May 1935 to ship out finished product.

Abandoned Sheffield Jct. to Rte. 66, 3 miles, in 1942

" Rte. 66 to Hallton, 14 miles in 1948 when chemical factory closed.

Locomotives: excluding Ketner & Kay Fork operation at Glen Hazel.

#3	2 Tr.	Shay	bought from Elk Tanning Co., Midway in 1905 and used on spurs running off Tionesta Valley. n.g.
10	2-6-0	Brooks	1904 29560 ex Tionesta Valley #10, acq. 1935. Sc. 1942
19	2 Tr.	Heisler	1919 1388 40 tons ex T.V.RR #19, bought 1942. Sc. 1948

Dahoga & Highland RR

Inc. 7-2-1900 to serve chemical company of McKean Chem. Co. bringing in wood, built from Tambine up Wolf Run in 1899 and up Hoffman Run from Dahoga in 1901. Tambine railroad torn up at unknown date, Dahoga line abandoned 1926. Std. g.

#? 2-6-0 Baldwin 1889 10159 bought 1903 from Port Jervis, Monticello and N.Y.#4. sold 1906 to Souther Lbr. Co.

1	2 Tr.	Heisler	1899	1040	37 tons	new Sold Boswell Lbr. Co., Somerset Co. 1926
2	2 Tr.	Climax	1903-7		30-35 tons	new Sold Kinzua Valley Chem. Co., McKean Co. 1926
58	2 Tr.	Heisler	1898	2021	37 tons	ex John L. Eckert, St. Marys, acq. 1914. sold Boswell Lbr. Co., Somerset Co. 1926

Dents Run RR

Inc. 9-14-1903 to take over log railroad of Geo. B. Merrill, 7 miles, on Dents Run to serve a coal mine at Wilmore. It continued to be owned by Merrill, Emery, and Williams for several years until saw milling completed by 1906.

Prior owners of the railroad:

Locomotives listed after George. B. Merrill.

Emery and Reading (Lbr.)

Not inc. Built 3 mile std. gauge railroad Dents Run to Bell Draft. 1885
Track sold to George B. Merrill in 1890s (maybe - as an Emery was on Board of Directors of Dents Run RR after 1903 incorporation.) Logs floated to Williamsport

#1	0-4-2	Porter	1885	605	New
----	-------	--------	------	-----	-----

Miles Dent

Not inc. Continued the railroad of Emery and Reading to his timber by extending from Bell Draft up Dents Run 2 or 3 miles. Had saw mill at Dents Run. 1886

Sold saw mill and his portion of railroad to George B. Merrill, Jan. 1890

#1	0-4-2	Porter	1886	c.n.	788
----	-------	--------	------	------	-----

George B. Merrill

Bought railroad and saw mill of Miles Dent in January 1890 and took over operation of Emery and Reading (Dent and E.&M. had shared its use.) Railroad was incorporated 9-14-1903 probably because of shipping coal out from mines around Wilmore.

Locomotives: Acquired Miles Dent's engine (see above) and maybe Emery and Reading. Transferred his own engine from Anderson Creek in Clearfield Co. First two engines below may not have operated after railroad inc.

0-4-2	Porter	662	8-1884	from G.B. Merrill's Anderson Creek RR
11	2-4-2T	Baldwin	1893	13827 ex Rockaway Valley RR #11, acq. 1900. disposition unknown
0-4-2	Porter	1901	2319	bought new by Merrill
2	Tr.	Heisler	1903	1083 " " Transferred to Merrill's operation at Lake, Miss., unknown date, 1906?
4-6-0	Baldwin	1883	7016	ex W.N.Y.&Pa. #105, acq. 7-1903. (built for Buff, NY & Phila #64.)
2-8-0	Baldwin	1882	6455	ex Hicks Run RR #48, Cameron Co., acq. 1911? Originally Pa. RR #1020, Class H-1
329	2 Tr.	Climax	1902	329 orig. owner unknown if 2nd hand. Sold 1920s to Emporium Iron Co.
2	2 Tr.	Heisler	1925	1522 65 tons New. Sold 1932 to Lehigh Nav. Coal Co. 2nd #117
-	2 Tr.	Shay	1918	2992 50 tons. ex Morehead & North Fork RR acq. 2-1934. Built for Am. Lbr.&Manuf Co., Lenox, Ky. #1. Sc. 1940s.

Eckert, John L.

Built logging RR from Swissmont up South Fork and its first hollow. Aband. 1915/16. Std. g. gauge.

#58	2 Tr.	Heisler	1898	1021	ex Central Penna. Lbr. #58. Sold to McKean Chemical Co. Dahoga, Elk Co.
-----	-------	---------	------	------	---

Elk and Highland RR

Inc. 4-4-1898 Coon Run Jct. to Nansen to Sugar Camp, 7 miles. Owned by Wright and Miller (Lbr. Co.) at Nansen.

Built 3' gauge Nansen on Spring Creek, Pigeon Run, Highland Corners, Three Mill Run. Partly torn up 1907

Reorganized 6-27-1913 as E.&H.Ry. and sold to Tionesta Valley RR 8-25-1913 so that T.V. could reach a tract of timber. This track torn up soon after.

#1	C1.	A	Dunkirk			second hand from Wright & Miller, Rixford, McKean Co. Transferred to Springer, McKean
2	C1.	B	Climax	1898	174 25 tons	New Became Tionesta Valley #14
3	"	"	"	1900	226 35 "	ex Hammond & Crosby, Forest Co.
4	C1.	A	"	1891	92 13 "	new. Transferred Wright & Miller, Quaker Bridge, NY
5	C1.	B	"	1902-4	40 "	

Ernhout, John : See Wilcox and Rocky Run RR; Wilcox RR

Glen Hazel & Shawmut RR

Inc. 4-27-1891 Ketner to Daguscahonda, 15 miles.
 Built 1891 from Glen Hazel up Crook Creek, 6 miles by W. S. Weed & Co. for their saw mill.
 Merged 6-1-1893 with Ketner, Elbon & Shawmut RR to form Ketner, St. Marys and Shawmut RR.
 Besides serving saw mill, later served wood chemical company. Std. G.
 #1 2 Tr. Shay 1891 374 40 tons New Transferred 1897 to Glen Charles, McKean Co.
 ? " " 1889 231 27 " ex Cartwright Lbr. Co., Glen Hazel, 1894-96. Prob-
 able transferred 1897 to Glen Charles.

Hazelton, Benj. F. (Lbr.)

Built 1889 std. g. log railroad from Glen Hazel up Johnson Run, 3 miles. Torn up 1892
Henry, Bayard & Co. : See Rolfe & Forest City RR; Wilcox & Burning Well RR

Hoover, Nathan L.

Built logging railroad up Hoffman Run for near Dahoga in 1896. Torn up 1897. Had one
 loco. of unknown kind, probably Shay. 3 miles, Std. G.

Hyde, Wm. H. & Co.

Built a log railroad from Ridgway up Gallagher Run in 1883. Std. gauge, 6-8 miles. Used
 abandoned Shawmut roadbed on top of hill in Horton Twp. Connected with Cartwright's log
 RR.
 Abandoned 1897.

Locomotives: Apparently had 4:

0-4-0	Porter	1883	616	New		Sold to Portland Lbr. Co. at Portland Mill.
"	Baldwin	1885	7656	"	"	"Josie Campbell"
4 0-4-2	"	"	9601	"	"	" " " " " " " "

unknown, but possible 0-4-2 built by Porter.

Hyde and Thayer

In 1899 built a 2 mile railroad from their mill at Laurel Mills, std. g. down to the mouth o
 of R. Mill Creek near Ridgway to ship out lumber. Abandoned 1909 when mill closed.
 #? 0-4-4 Rhode Island 1893 2927 ex Brooklyn Elevated RR #113, acq. 2-1901
 May have had an earlier engine or else 1899 construction date is wrong.

James Bros. (Lbr.)

Owned Kane and Elk RR, Kane Oil Fields RR (see McKean Co.).
 Built a logging railroad in 1884 from near Brookston, Elk Co., 36" gauge up Crane Run sev-
 eral miles and also maybe on Martin Run. Torn up about 1890
 #104 2 Tr. Shay 1884 104 12 tons New. Transferred to Kane Oil Fields RR

Kane and Elk RR

Inc. 8-28-1895 Kane to Tionesta Valley RR in Highland Twp.
 Built Kane to Lampnt, near Nansen, in 1902 and to near Martinville, 36" g.
 Changed to Std. Gauge 1903
 Shut down 1931. ICC auth aband. 7-23-1945, all, East Kane to James City, 3.0 miles
 Torn up Aug. 1945
 Initially served saw mill and chemical plant and later a glass factory at James City.
 #4 4-4-0 Pittsburgh 1882 580 transferred from Kane Oil Fields RR. Sold Glade Run RR,
 36" g. W.Va. 1897
 7 2-6-0 N.Y. Loco. 1884 104 12 tons " " 36" g.
 104 2 Tr. Shay 1884 104 12 tons, 36" g. " " " "
 #105, 106 & 107 (if all numbers used) were second hand. Poores Manual for June 30, 1904
 says RR had 3 engines of which #108 is one. Possibly one of the 3 #105-107 was kept only a
 year.
 108 2 Tr. Shay 1903 727 50 tons. New. Sc. late 1930s
 109 4-4-0 Altoona 1886 1023 ex Pa. #1013, Cl. D-7, acq. 1906
 110 2 Tr. Shay 1906 1753 50 tons. New. Sc. late 1930s
 none 3 Tr. " 1922 3173 70 tons. Ex New Hampshire Stave Co. #2, acq. 1931. Sol-
 1940 to Union Charcoal Co., Westline, McKean Co.

Kaul and Hall Lbr. Co.

This company built some rail lines under the lumber company name, but also had two incor-
 porated railroads, St. Marys and Eastern RR and St. Marys & Western RR. Neither railroad
 had locomotives. They used the K&H engines, which for a short period were lettered Hall
 and Kaul instead of Kaul and Hall. Company was in existence before it was incorporated.
 Inc. 1-2-1900. Built off P.S.&N. RR down into Wolf Lick Run in 1899. Torn up 1901
 Built off PS&N RR at Wellendorf, McKean Co. down several runs in 1900, torn up 1902
 Built off PS&N down Driftwood Branch in Elk Co. in 1903. torn out in 1904. Had about 100 mi.
 Acquired Cartwright Lumber Company in 1893 by foreclosure including its Brockport
 and Shawmut RR. After no longer needed by lumber company, it was acquired by
 the Erie RR c. 1896. Torn up about 1948.

Locos: Were renumbered so as not conflict with PS&N RR engines.

70, 170	2 Tr. Shay	1890	284	ex J. E. Potts Salt & Lbr., Mich. Sold to M.J. Corbett Chemical Co., St. Marys	STD. G
71, 171	" "	1897	530	New, 45 tons Sold to Winchester Bay Lbr, Oregon	
72, 172	3 "			2nd hand	
73, 173	" "	1903	748	New, 70 tons Sold to Central Leater Co., outside of Pa.	
74, 174	" "	1906	1714	New, 70 tons Sold Uvalde Rock Asphalt Co., Texas.	

St. Marys and Western RR

Inc. 4-13-1904 by Kaul and Hall to run from Johnsonburg to Benzette, 25 miles.
 Built from Elk County Home down South Powers Run and up Powers Run in 1904. Torn up 1907.
 Built Kaulmont (St. Marys) east into Dents Run and down Ten Acres Run and Trout Run, 1910.
 torn up 1913. Torn up Kaulmont to Groll's Crossing 3 1/2 miles 1913.

St. Marys and Eastern RR

Inc. 7-6-1910 Elk County Home along West Creek to Cameron County line, 8 miles. Owned by
 Kaul & Hall Lbr.
 Built 1913 along West Creek several miles and up Seelye Hollow at Rathbun in 1916. Torn up 1922.

Ketner, Elbon & Shawmut RR, RY

Inc. 3-2-1892 from east end of Glen Hazel & Shawmut RR on headwaters of Crooked Creek to Elbon and Oyster. Owned by Cartwright Lbr. Co. which went bankrupt in 1893. Not built. Foreclosed and reorg. as K.E.&S RY owned by lumberman S. A. Mundy. Not built. Merged 6-1-1893 with Glen Hazel & Shawmut RR to form Ketner, St. Marys and Shawmut RR

Ketner, St. Marys and Shawmut RR

Inc. 6-1-1893 as merger of Glen Hazel and Shawmut RR owned by W. S. Weed & Co. (lbr.) and Ketner, Elbon and Shawmut (not built). Glen Hazel up Crooked Creek 6 1/2 miles. Logging RR. Sold 1901 to Frank E. Clawson and renamed Ketner and Kay Fork RR 7-18-1901 to serve his chemical plant.

Had 3 engines of which information on only two which were transferred in 1895 and 1897 to Weed's railroad at Glen Charles in McKean County, Third engine remained at Glen Hazel and may have been bought by Clawson.

#1 2 Tr. Shay 1891 374 40 tons new. Transferred to Glen Charles 1897
? " " 1889 231 27 " ex Cartwright Lbr. Co. at Glen Hazel. Transferred to Glen Charles in 1895.

unknown - in use 1897-1901.

Ketner & Kay Fork RR

Inc. 7-18-1901 as reorg. of Ketner, St. Marys and Shawmut RR from Glen Hazel up Crooked Creek to Kay Fork, 7 miles when Clawson Chemical Co. bought the RR. Torn up 1907

Built branch up Middle Fork from Glen Hazel, 11 miles, after 1901. Torn up 1908
Locos: Had 2 of unknown type although one probably a Cl. B. Climax. One bought 1906 from F. C. Olds at Olean, N.Y.

McKean Chemical Co. See Dahoga & Highland RR Inc. 12-16-1892.

Medix Run Lbr. Co.

Not inc. Built log RR up Medix Run to Little Medix Run and up Little Medix to headwaters in 1893. Transferred to Medix Run RR in 1895

Medix Run RR

Inc. 2-7-1895 and took over log RR of Medix Run Lbr. Co. Track up Little Medix removed 1897-98. Built up Medix Run to Huntley in 1898. Sold 1902 to Goodyear Lbr. Co. at foreclosure.

0-4-2 Porter 1893 1470 New. Disposed when Goodyears took over or sooner
rod Baldwin 2nd hand 32 tons. Disposed when Goodyears took over.

Goodyear Lbr. Co.

Acquired Medix Run Lbr. Co. in 1902 and extended the railroad along Jack Dent Branch and Mosquito Creek, 1904, Robert Run in Clearfield Co. 1909-10, coal mine area 1902-04; Trout Run headwaters and Alex Branch 1909-12, Saunders Run, Little Laurel Run and Mc-George area, all Clearfield Co. (see Clearfield County map) 1906-08. Closed down in 1912.

Locomotives: #1,2,3,6,7,8,11,12,18. See Potter County for Goodyears.

New York and Pennsylvania Co.

Company has a paper mill at Johnsonburg. Until 1904 it was served by the Rolfe and Northern RR of Henry, Bayard & Co. which had a saw mill. Bought the R&N 4-20-1904 from Rolfe (across the stream from Johnsonburg) up Silver Creek to Little and Big Mill Creek. N.Y.&Pa. called their railroad West Branch RR, but it was not inc. and engines not so lettered.

Bought 12-3-1904 from Wilcox Manuf. Co. part of the former Wilcox RR north of Wilcox to Burning Well and Lanigan Run and Buck Run, McKean County
Bought 1928 from Pa. RR, Morrison to Marshburg, McKean Co. Leased to Kinzua Valley Chem. Co. Abandoned 1936

Bought 1905 from Bullick and Campbell 6 miles on Birch Hollow near New Whistle town. Torn up about 1907-8.

Locomotives: From the various operations purchased they got one or two engines from each. Whether they carried engine numbers is unknown.
West Branch RR after taking over the Rolfe and Northern abandoned parts of it and built a new route from Johnsonburg with various short branches, but used the line down into Mill Creek. Extended the railroad up and down Mill Creek and then over to Bear Creek. Torn up 1924-25. Wilcox RR which had both std. and narrow gauge portions torn up 1921.
~~Track reach Ellenthorpe. Total 18 miles.~~

Cl. A.	Climax			2nd hand, old, no cab	Wrecked at Rolfe
"	"			2nd hand, n.g., tee boiler	unknown dispos.
Cl. B	"	1901 252 30 tons		ex E.M.Campbell, New Whistle town, 1905. Sc. after 1924?	
2 Tr.	Shay	1891 332 "		Henry, Bayard & Co., Rolfe	Transferred? to NY&P Co at Willsboro, N.Y.
0-4-4				N.Y. Elevated Ry	Sc. ? after 1924
rod				Scootac Ry near Lock Haven, Pa	Sc? after 1924
536 2 Tr.	Shay	1897 536 40 tons		ex Henry Bayard & Co., Rolfe #536.	Sc. after 1933
"	"	1894 471 25 "		Henry Schimmelfeng #471, In-stanter, Pa.	
"	"	1890?303? 18? "		Wilcox RR, acq. 1904	Sold Elk Tanning Co., Ridgway
12 3 Tr.	"	1920 3069 70 "	new	Out of service 1952 and sc. later.	
10 0-4-OT				3' gauge used to switch wood yard until replaced by two diesels in Oct. 1952.	
11 "				Then scrapped	
12 "				Used until 1971	25 TONS C.N. 31071
1 0-4-0	Gen. Electric	1954 190 hp. diesel	new	"	31681
2	"	" 2 300 hp. 44 ton	"	"	
3	"	" 190	"	"	

Otto Glen RR Otto, Henry M. & John B.
Not Inc. Built 1883, 5 miles, on North Fork at Otto Glen and used for logging. Torn up
1894-95. Std. Gauge.

#1 unknown
2 0-4-2 Porter 1887 808 new Disposition unknown

Portland and Northern RR
Inc. 12-27-1901 and took over Portland Lbr. Co. track on Bear Creek from Portland Mills
north; then further extended to headwaters, 12 miles total. Abandoned about 1907. Std.
gauge. Used Portland Lbr. Co. locomotives. Served Portland Mills saw mill.

Portland Lbr. Co.

Inc. 3-3-1898 but in business ten years earlier. Had saw mills at Vineyard Run, Laurel
Run, Portland Mills each with own railroad.

Built 1887-88 up Vineyard Run, 3 miles, 42" gauge. Torn up 1894-95

#1 2 Tr. Shay 1889 227 13 tons new disposition unknown
Built 1890 from Croyland up Laurel Run, std. g., abandoned 1902?

Built in 1890s up Beach Bottom Run near Portland Mills, 3 or 4 miles. std. g.
Built mid 1890s Portland Mills up Bear Creek and Little Bear Cr., 4 miles. Taken over by
Portland and Northern RR and extended 8 more miles in 1901-2. std. g.

Portland and Northern RR and extended 8 more miles in 1901-2. std. g.

#2 2 Tr. Shay 1890 324 20 tons new disposed probably 1907
? " " 16 " 2nd hand

0-4-0 Porter 1883 616 ex W.H. Hyde, Ridgway "
0-4-2 Baldwin 1888 9601 " #4

sold to Portland Stone Co

Raine and Raine Lbr. Co.

Built 1894 Empire on Toby Creek into Maxwell Run to Rainestown to within 2 miles of Clarion
River and up Stony Run, 10 miles, std. gauge. Torn up 1904

#1 2 Tr. Shay 1890 243 ex Mt. Jewett, Kinzua & Riterville RR #1, McKean Co. Sold
to Gaffney Wood Products, Farmers Valley, McKean Co. or F.L.
Sanford, Ia.

Rolfe and Forest City RR

Not Inc. Built 1885 by Henry, Bayard & Co. (Lbr.) from Rolfe on Silver Creek to Highland,
about 8 miles. Std. G.

Incorporated 7-17-1889 as Rolfe and Northern RR

Rolfe and Northern RR commonly call the Rolfe RR

Inc. 7-17-1889 and took over Rolfe & Forest City RR. Still owned by Henry, Nayard & Co.
Railroad extended to Little Mill Creek, 1890 and Bill Mill Creek 1897.

Sold to New York and Pennsylvania (paper) Company 4-20-1904.

1 0-4-2 Porter 1885 717 10? tons New Sold to Wilcox RR of Ernhout.

69 Cl. A Climax 1890 69 20 " " ex Wilcox RR, acq. 1894-5? Sold NY&Pa. Co. 1904

332 2 Tr. Shay 1891 332 35 " New

536 " " 1897 536 40 " ex Pa. RR #514, B-1, acq. 9-1896

Schimmelfeng, H. (Lbr. Co.)

Built 36" gauge RR into woods or used track of Wilcox RR (Wilcox Tanning Co. - M.M. Schultz)
at Burning Well, McKean Co. 1881. Aband. 1889

#? 0-4-0 Lima 1882 25 New Sold to Horton & Newman, Boynton, Somerset Co. 1889?

Built std. gauge RR at Instanter, Elk Co. 1889 up Seven Mile Run. Built up Five Mile Run
in 1892 and Lukas Run. Torn up 1902

#238 2 Tr. Shay 1889 239 25 tons New

471 " " 1894 471 " Sold to N.Y.&Pa. Co., 1902-4

Schultz, Maurice M.

Built 1881 36" g. railroad Wilcox north on West Branch, Clarion River about 3 miles.

Inc. 4-14-1882 as Wilcox and Burning Well RR

0-4-0 Lima 1881 15 c.n. New disposition unknown

Shawmut Cannel Coal Co.

Inc. 5-1-1861 to hold coal lands in Elk Co and built a railroad up to 5 miles from mines
to common carrier.

Supplement 3-16-1865 merged with Shawmut & Ridgway RR and Penna. Cannel Coal Co. to form
Penna. Cannel Coal & RR Co. Not known if laid track. Probably not.

Shawmut and Ridgway RR

Inc. 5-1-1861 Ridgway to Meads Run to Shawmut coal fields.

Supplement 3-16-1865 merged with Shawmut Cannel Coal Co. and Penna. Canal Coal Co. as
Penna. Cannel Coal & RR Co.

Built a railroad, exact location unknown, but believed to have been a mile or so east of
Ridgway off the Phila. & Erie RR switchbacking up the mountain and then running south.

W. H. Hyde later used part of roadbed on top of the mountain.

Locomotives: Baldwin records list two std. gauge 0-6-0s built in 1865.

"Sears" Baldwin 1865 1360 0-6-0

"Saltentall" " " 1363 "

Pennsylvania Cannel Coal & Railroad Co.

Inc. 3-16-1865 as consolidation of Shawmut & Ridgway RR, Shawmut Cannel Coal Co. (no RR),
and Penna. Cannel Coal Co. (no RR).

Supplement 2-20-1867 Renamed Shawmut Coal Co.

Locomotives: Besides the two from S.&R. RR also got a third:

"Bardwell" 0-6-0 Baldwin 1866 1498 21 tons

Shawmut Coal Co.

Inc. 2-20-1867 as change of name of Penna. Cannel Coal & Railroad Co.

Not known when discontinued operations but probably in mid-late 1870s. Part of roadbed
on top of mountain later used by W. H. Hyde's logging railroad.

Locomotives: Had 3 at least as listed above with predecessor companies. Dispositions ?

120.

Shields and Gross (Lbr.Co.)

Had a logging railroad from their mill at Winlack, 2½ miles south of Loleta, 36" gauge, probably up West Branch of Millstone Creek. Built 1900-02 and torn up 1908.
 #1 2 Tr. Heisler 1900-1902 20 tons New Disposition unknown

Spring Creek RR

Inc. 10-8-1902 and took over the private railroad of Elk Tanning Co., Hallton to Parish, 12 miles. Std. G. Owned by the Elk Tanning Co.
 Sold 2-16-1904 to Tionesta Valley RR and converted to narrow gauge after 1910. Sold to Clawson Chemical Co. 1935. Abandoned 1948
 Locomotives - see Elk Tanning Co. below.

Eagle Valley Tanning Co.

Built std. gauge railroad from Hallton to Parish up Spring Creek, 12 miles in 1891 to serve their tannery. Sold to Elk Tanning Co. in 1893.

Elk Tanning Co.

This company was a consolidation in 1893 of many tanneries. It subsequently had a large number of small locomotives switching various tanneries. It also acquired the logging railroad in 1893 of the Eagle Valley Tanning Co. from Hallton to Parish, 12 miles which in 1902 they incorporated as the Spring Creek RR.
 Locomotives: Roster of all engines from 1891 for Eagle Valley Tanning until 1904 sale to Tionesta Valley RR by the Spring Creek RR.

#373	2 Tr. Shay	1891	373	20 tons	Bought by E.V. Tanning. Sold to Oregon-Idaho Lbr.
?	3 Tr. "	1903	792	80 "	New Sold to Susq. & N.Y. RR #109, 1904.
3	2 Tr. "				2nd hand Sold to Clawson Chemical Co., Hallton.
4/101	0-6-0 Baldwin	1891			Possibly S&N #101, Sold to Tionesta Valley Ry #4

May also have had a small tank engine.

Locomotives used as tannery switchers: The highest known number of a switcher was 24 - indicating that at least 24 tanneries had switchers. These engines were used at tanneries of Elk, Union & Penn Tanning Cos., which ultimately became simply Elk Tanning Co.

#2	0-4-4 Baldwin	1882	6284	ex Manhattan Ry. #143, acq. 1903	Used at: Harrison Valley
7	2 Tr. Shay	1888	216	Trout Run RR #216	Clearfield
11	"	"	"	"	Powell
14	"	"	211	Arthurs Coal & Lbr. Co. 10 tons	Galeton & Portland Mills
19	0-4-4 Rhode Is			Manhattan Ry. #?	Emporium
24	"	"		Manhattan Ry. #?, acq. 1906	Irvona
11?	2 Tr. Shay	1890	303	P.S. Ernhout Lbr #303	Curwensville
	Cl. B Climax				Portland Mills
124?	0-4-4 Rhode Is	1880	856	Manhattan Ry #271, acq. 1898	Struthers
	"	"	849	" 264, " "	
	"	"	851	" 266, " 1899	
	"	"	860	" 275, " 1908	
	(No. 271, 264, or 266 probably the Emporium locomotive.)				
2-4-OT	Baldwin	1888	9267	ex Prespect Park & Coney Island RR #11	
	"	1890	10962	" #1	
3?	"	"	10959	" #2	
0-4-OT	"	1888	9431	North Hudson County RR #2 (N.J.)	
	"	"	9434	" #1	
0-4-4	"	1892	12556	Chicago South Side Rapid Transit #2 (compound eng.)	

Sykes and Callisch

Built 36" gauge logging railroad at Benzinger 2 or 3 miles which was relocated several times around Benzinger. Abandoned in 1897. Initially built 1885/6
 #1 2 Tr. built by W. L. Sykes 1885/6 8 tons new Probably sc. 1897

Thompson, Albert

Built a logging RR from near Ridgway up South Branch of Island Run, 1886, 6 miles and north branch. Torn up 1890-91
 #142 2 Tr. Shay 1886 142 20-25 tons New Sold Blackwater Boom & Lbr., W.Va.

West Branch RR: See New York and Pennsylvania Co.

Williams, George E.

Built a logging railroad in 1880 from headwaters of Kersey Run northwest 3 miles. Logs dumped in the stream and floated out. Torn up 1885
 #1 0-4-OT Porter 1880 390 New Sold to Joseph Walker, Penfield, Clearfield Co. 1885

Wilcox and Burning Well RR

Inc. 4-14-1882 to take over log RR of Maurice Shultz, Wilcox north, 3 miles, 36" gauge. Extended 1882 2 miles to Burning Well. Served the Wilcox Tanning Co.
 Reorg. 6-11-1885 as Wilcox RR
 0-4-OT Lima 1881 15 c.n. Built for Maurice M. Schultz Disposition unknown

Wilcox RR

Inc. 6-11-1885 and took over Wilcox and Burning Well RR. Converted to std. g. from Wilcox to Rocky Run, 2½ miles. Remainder reverted to private railroad probably owned by Henry Schimmelfeng, John Ernhout; Henry, Bayard & Co. Sold in 1904 to New York and Penna. Co.

Leased to Penna. RR 1-1-1887 and operated by the Pa. RR until about 1894.
 Operation discontinued 1894-95 and sold in 1896 to Wilcox Manufacturing Co.

#221	2 Tr. Shay	1888	221	18? tons	New, narrow gauge.
303	"	1890	303	18	New, std. gauge
332	"	1891	332	30	New, std. gauge. Sold to Henry, Bayard & Co., Rolfe, 1895 probably

0-4-2 Porter 1885 717 10 ex Henry, Bayard & Co., Rolfe. Disposed before 1904

Wilcox Manufacturing Co.

Owned a wood chemical factory.

Inc. 5-29-1896 and acquired the former Wilcox RR and the Wilcox and Rocky Run RR. Tore up W&R.R. RR at unknown date.

Sold 1904 the former Wilcox RR to N.Y.&Pa. Co. from Wilcox to Rocky Run and private log RR north to Burning Well and Lanigan Run.

#221 2 Tr. Shay 1888 221 ex John and P.S. Ernhout (see below) W&R.R.

303 " " 1890 303 " "

One of these two locomotives was sold to N.Y.&Pa. Co. in 1904, probably 303.

Wilcox and Rocky Run RR

Inc. 2-1-1891 Wilcox to Hutchins, 9 miles. Took over the logging railroad of John Ernhout on Rocky Run from end of Wilcox RR, 6 1/2 miles. Std. gauge, built 1890

Operations discontinued 1894-95. Sold in 1896 to Wilcox Manuf. Co. to take out chemical wood.

Locomotives: #303 and 332 acquired from Ernhout

Ernhout, John and P.S.

Built private logging RR, std. gauge on Rocky Run north of Wilcox, probably 1890 when engine bought new although maybe 1888 with unknown rented engine

Inc. 2-1-1891 as Wilcox and Rocky Run RR

#303 2 Tr. Shay 1890 303 18 tons. New Became Wilcox and Rocky Run #303 and Wilcox Mfg. Co. and NY&Pa. Co.

332 " " 1891 332 30 " New Sold to Henry, Bayard & Co., Wolfe, 1895?

Paper Railroads

Elk County

Sinnemahoning & Pittsburg RR Inc. 3-30-1854 See Cameron Co.Mahoning & Susquehanna RR Inc. 4-19-1854 See Indiana Co.McKean Coal & Iron Co. Inc. 4-28-1857 See McKean Co.St. Marys Coal Co.

Inc. 5-27-1864 to hold coal lands near St. Marys, Elk Co. and build a RR up to 5 miles.

Northern RR & Navigation Co.

Inc. 3-23-1867 N.Y. State Line at McKean Co where Allegheny River crosses to south line of Elk County.

Merged 6-27-1872 into Rochester, Nunda, and Penna. RR by the stockholders. Approved by the legislature 3-24-1873. (RN&P is N.Y. company.)

Clearfield & Buffalo RR Inc. 3-15-1870 See Clearfield Co.Tionesta and Warren RR Inc. 4-2-1870. See Warren Co.Elk & McKean RR

Inc. 4-5-1870 south line Elk Co. to St. Marys to mouth of Potato Creek, McKean Co.

Mountain Branch RR Inc. 3-22-1872 See Clearfield Co.Tylersburg RR & Coal Co. Inc. 4-4-1872 See Clarion Co.West Penn Coal Co.

Inc. 3-27-1873 to hold coal land and build RR up to 10 miles in Elk or McKean Co.

Bradford and Clarion RR

Inc. 6-14-1881 Howard Hill, McKean Co. to Elk Co. at dividing ridge between Clarion and Tionesta Creeks, 15 miles, 3' gauge.

Conswango and Clarion RR Inc. 11-22-81 See Jefferson Co.Driftwood and Western RR Inc. 2-15-1883 See Cameron Co.Sinnemahoning and Sheffield RR Inc. 4-5-1883 See Cameron Co.Ridgway and Oil City RR

Inc. 5-11-1883 Ridgway to Oil City, 60 miles

Johnsonburg and Clermont RR

Inc. 11-17-1883 Johnsonburg, Elk Co. to Clermont, McKean Co., 20 miles

Crawford Junction and McKean County Ry.

Inc. 11-19-1884 Crawford Jct. to Johnsonburg, 30 miles

Crawford Junction and McKean County RR

Inc. 10-26-1886 Crawford Jct. to Johnsonburg, 30 miles.

Reynoldsville, Warren & Buffalo RR Inc. 8-27-1895 See Jefferson Co.Clarion RR

Inc. 9-10-1895 from Dagus Br. Erie RR near Dagaschonda to Erie RR at Johnsonburg, 11 mile

St. Marys Terminal RR

Inc. 5-7-1902 PS&NR in Benzinger Twp near cross of P&E RR and PS&N to Kersey RR at Paine Jct., Elk Co., 9 miles

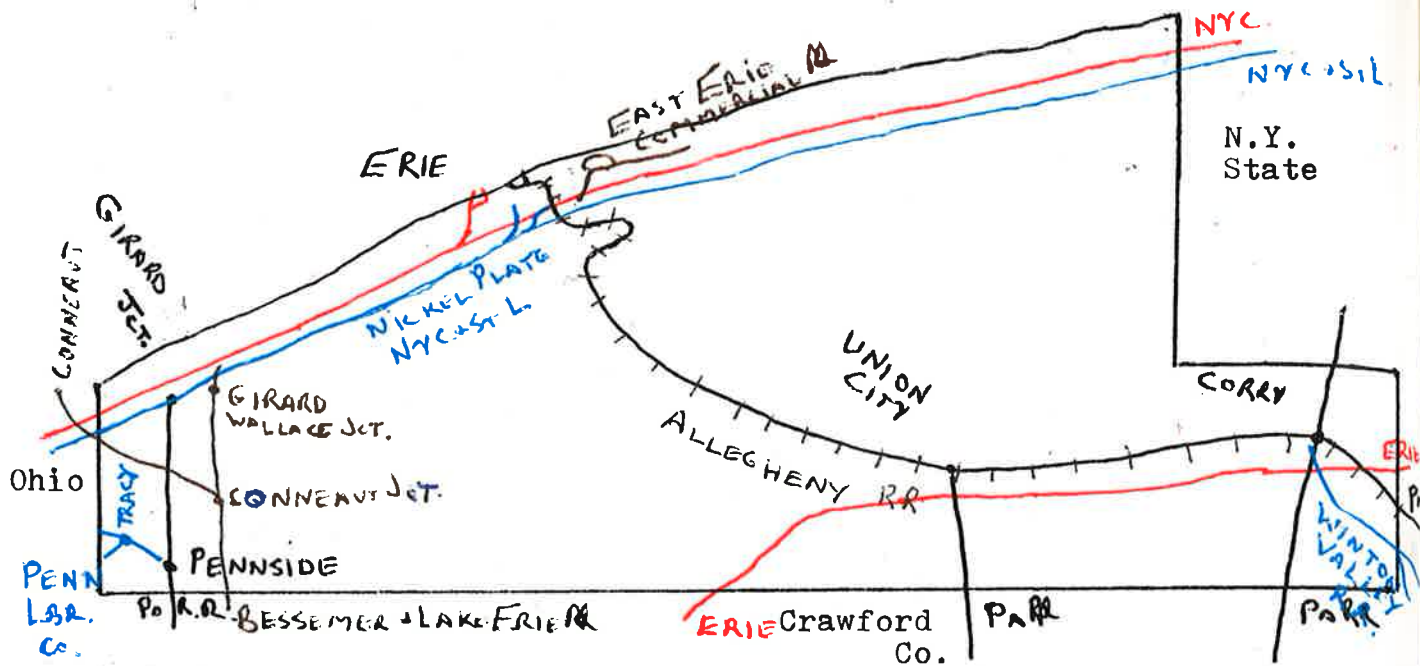
Boone Mountain RR

Inc. 7-10-1902 Weedville, Elk Co. to Toby Branch of Erie RR near Hellen Mills, Horton Twp, 13 miles

Ridgway and Northern RR

Inc. 8-17-1906. B.N.&P. RR Ridgway Twp at M.P. 118 to Ridgway - Arroyo Td. at Big Mill Creek, 2 miles.

Susquehanna and Erie RR Inc. 4-15-1851 See Lycoming Co.



Corry Mfg. & Lbr. Co.: See Winton Valley RR (Corry Wooden Ware Co.)

East Erie Commercial RR

Inc. 10-17-1907 by General Electric, basically as a plant facility. Built Erie to near Harbor Creek, 8 miles.

Locomotives: 1907 to 1916 rented N.Y.C. 0-6-0s.

1	0-4-0	Alco	1910	46932	or 33	Acq. 1917 from Ferguson Const. Gons. 1918	
E1	P-B	GE	1913	3765	175 hp	" 8-18 " Jay Street Conn. #3. Sold 1919 Aberdeen Provin	
1	"	"	1917	3795	250 "	" 1918-9 " G.E. gas-electric.	Ground. Gas-elect,
2	unknown						
2	P-B	GE	1918	6206	200 "	" 1922 from Jay Street Conn.#4. Sc. 1934	Gas-electric
3	0-6-0	Rald.	1890	10644	ex Ill. Steel Co.#9, acq.1916.	Sc. 1921	
4	"	"	1892	13059	" Elgin, Jol. & East., "	1917. Sc. 1921	
5	"	"	1889	10451	" Ill. Steel Co.#23, "	1917. Sc. 1921	
E6	P-B	GE	1920	7902	new	Parts used to make #10	Battery-elec
E7	"	"	1921	7907	"	Sc. 1936	"
E8	"	"	1919	6988	?	Sold 1926 to Hutchinson Northern Ry. #2	Electric
9	"	"	1918	6478	ex "City of Baltimore", acq. 1929	Sc. 1937-8	Gas-electric
10	"	"	1934	7902	new built from parts #E6. 250 hp batt.-elec.	Sold 1940 to Birmingham Slag Co.	
11	"	"	1935	6206	"	" #2 300 hp diesel. Sc. 1940.	
12	"	"	"	11732	"	265 hp. Sc. 1968. Diesel	
13	"	"	1937	12211	"	" Sold 1951 Acme Newport St.#6, Wilder, NY.	
14	"	"	1940	12928	Republic Steel #14, acq. 1941.	" 1954 Hammermill Paper #5 400 hp.	
15	"	"	1941	13075	new 400 hp. diesel.	Sold 1951 Acme Newport St.#5, Wilder, NY	
16	"	"	1948	29373	" 550 "	" Sold 1950-1 Quebec, N.S. & I. RR #90	
17	"	"	1950	30445	" 600 "	" 1980 Pitts, Alleg. & McK R. #17.	
18	"	"	"	30450	"	"	
19	"	"	"	30451	"	" Sold 1957 Standard Slag Co. #3, Lordstown, Oh.	
20	"	"	1951	31168	Hydroelectric Power Comm., Ontario; St. Johnsbury & Lam Co. #53, acq	70 tons 1967. Sold Pitts, A&M R #20, 1980	
21	"	"	1980	41152	new 600 hp		
22	"	"	"	41153	"		
752	"	"	1959	4250	2400 hp		

Buffalo, Cleveland & Chicago Ry. Co. of Penna.

Inc. 11-19-1880 to be Penna. portion of a new RR from Buffalo to Chicago. Merged 4-13-1881 into N.Y., Chicago & St. Louis RR. Not built until after merger

New York, Chicago & St. Louis RR (Nickle Plays Road)

Inc. 4-13-1881 as consolidation of various RR companies in different states including Buffalo, Cleveland & Chicago RR. Built thru Penna., 44 miles, in 1882. Opened Oct. 1882. Receivorship 1885 and reorg. in 1887 with same name Sold to Norfolk & Western RR 5-10-1965 and because Norfolk Southern RR in 1983

Penn Lbr. Co. - Pennsylvania Lumber Co.

Not inc. Built from Pennside on Erie and Pittsburgh RR (Pa. RR) west to Tracy 4 miles, std. g. in 1882. Torn up in early 1890s. Had a small rod engine

Winton Valley RR

Not inc. Owned by Corry Wooden Ware Co.-Corry Mfg. & Lbr. Co. inc. 3-20-69 & AUTHORIZED. Built 1867-8 4 miles and 3 branches Corry east to Turner Hill in Erie and Warren Counties. A very early logging RR. Torn up by 1878. Initially used horses, then a locomotive.

To CONSTRUCT UP TO TEN MILE RR.

Johnsonburg, Kane, Warren & Irvine RR and Irvineton
 Inc. Took over former Penna RR track from Johnsonburg to Warren/(track
 owned by Commonwealth of Penna) to operate it plus short branch former NYC
 track from Warren to North Warren, 58 miles. Began operation 7-12-1982.
 Sold to Allegheny RR 9-1-1985. #20 G&S 68 3300HP U33b of Conrail
 6414 ENO 1957 1750HP GP9 - W.M. 6414

Allegheny RR

Inc. by Hammermill Paper Co. and on 9-3-1985 took over Johnsonburg, Kane,
 Warren & Irvine RR from Johnsonburg to Irvine and short branch Warren to North
 Warren. Also acquired abandoned but track not removed line from St. Marys to
 Johnsonburg and Conrail's Emporium to St. Mary line. Also acquired Conrail's
 Irvine to Erie trackage. Several short branches at St. Marys to serve local
 industries. Emporium Jct. to Erie 150 miles. Used as a logging RR to haul
 pulp wood to papermill at Erie and serve local industries. Loc. SEE ABOVE 15

Paper RailroadsErie RR

Inc. 4-1-1836 Erie to French Creek in Venango Twp of Erie Co. to Warren, Warren Co.

Erie & Ohio RR

Inc. Feb. 1848 Erie to Ohio State Line, 30 miles.
 Charter repealed 3-9-1849 because RR would take business to N. Y. State from Ohio to go to
 New York City instead of to Philadelphia.

Susquehanna and Erie RR Inc. 4-15-1851 See Lycoming Co.

Erie City RR

Inc. 4-6-1853 Presque Isle Harbor, Erie City to N. Y. State Line in North East, Greenfield
 or Venango Twnps.
 Suppl. 4-18-1857 locate east of Parade St. and north of south line of Front St. and use
 track of Erie and North East RR.
 Formed by City of Erie to be built to 6' gauge and connect with N.Y.&Erie RR because Erie
 and North East RR (also 6') was being acquired by foreign interests and would be
 changed to 4'10" (Ohio gauge). Not built

Lake Erie and Pittsburgh RR Inc. 3-31-1870 See Allegheny County

Erie and Meadville Southern Ry. Inc. 4-6-1870 See Butler Co.

Oil Producers RR Inc. 4-4-1872 See Crawford Co.

Ohio River and Lake Erie RR Inc. 11-23-1881 See Mercer Co.

Erie, Butler and Pittsburgh RR Inc. 5-9-1887 See Mercer Co.

Erie and State Line RR

Inc. 6-27-1887 Erie to Ohio state line, 45 miles

Erie and Shenango RR

Inc. 11-10-1890 N.Y.C.&St.L. at Girard to Pitts, Shan. & L.E.RR near Cranestown (?), 7 mi

Titusville, Cambridge & Lake Erie RR: Inc. 1890?; re-inc. 7-16-1891 See Crawford Co.

Erie Eastern Ry.

Inc. 3-11-1897 Erie City harbor to Erie RR at Millvillage, 19 miles. Corp. dis. 1901-2

Lake Erie RR: Inc. 4-1-1901. See Crawford Co.

Erie and Central Pennsylvania RR Inc. 5-21-1906 See Crawford Co.

Manufacturers Terminal Ry.

Inc. 3-12-1907 Perry Iron Works, Erie southeast and then north to Lake Erie at Peninsulars
 with branch into city. 20 miles.

Titusville & Cambridge (Springs) RR: Inc. 12-23-1914. See Crawford Co.

Titusville Central RR Inc. 12-1-1909 See Crawford Co.

FAYETTE COUNTYFAYETTE COUNTYBack Creek Lbr. Co.

Inc. 1-18-1919 build a logging railroad from Indian Head up Back Creek, Trout Run and
 Neals Run. Built 1920 and torn up 1926. Std. gauge, 10 miles
 #1 Cl. B. Climax 1907 808 35 tons ex McFarland Lbr. Co., Fayette Co.

Bidwell Lbr. & Mfg. Co.

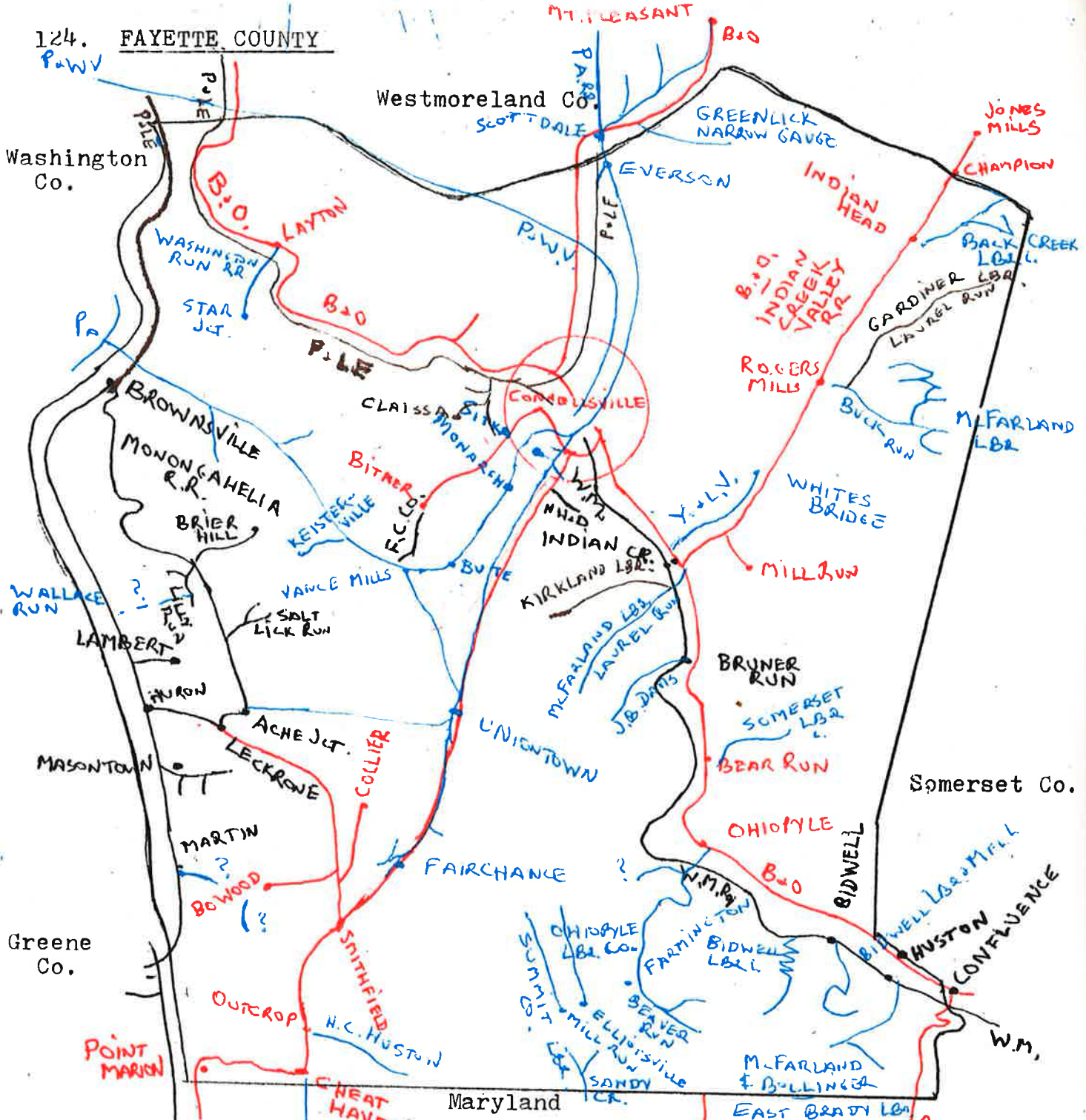
Inc. 8-8-1904 and built logging RR south from Bidwell Station up Sugar Loaf Mtn. about
 1905. 36" gauge, 3 miles. (May have been constructed by Cook & Parsons before they
 sold out to Bidwell. Operations discontinued 1912-18.
 #1 Cl. A. Climax origin unknown. Probably sold to Bidwell Lbr. Co.

Bidwell Lbr. Co.

Built in 1922 36" gauge 7 miles with 7 switchbacks from a little west of Bidwell south up
 mountain to Sugar Loaf. Op. discontinued 1923.
 #1 Cl. A. Climax possibly ex Bidwell Lbr. & Mfg. Co.
 2 Tr. Shay 2nd hand
 3 Cl. B Climax 1921 New, 20 tons. Disposition unknown

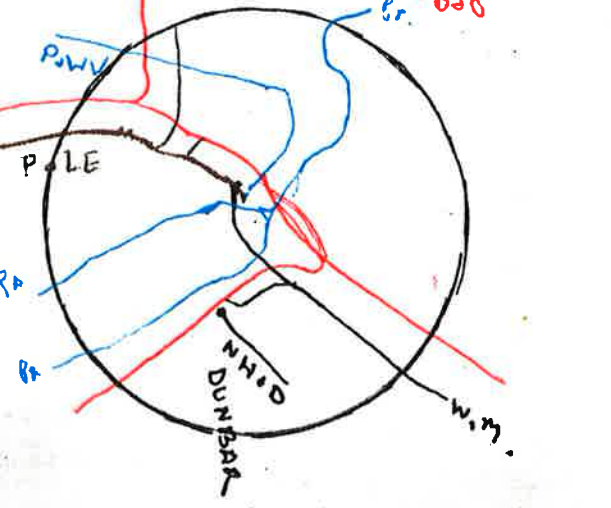
Cheat Haven and Bruceton RR

Owned by Kendall Lbr. Co. Built from Cheat Haven, Fayette Co. south into West Virginia
 where timber was about 1915. Only one mile in Penna. Abandoned 1932. Trackage in
 Penna. only a connection with B. & O. RR. Sold to B. & O. 1-1-1927 (Co. ex. 1927)



F.C.Co.-Frick Coke Co.
 N.H.&D.-New Haven & Dunbar RR
 Y.&L.V.-Youghioghney & Ligonier Valley RR

Note: RR on Wallace Run near Monongahelia River shows on one map but is unidentified. Not known if it existed.



Davis Lbr. Co., J. B.
 Built 7 mile log. railroad up Haney Run, 36" gauge, in 1920 from Bruner Run Station. Torn up about 1925
 #1 Cl. B Climax 30 tons brought up from Davis's Davis, Md. operation. Transferred in 1925 to his Humbert, Somerset Co. operation.

East Brady Lbr. Co.
 Inc. 2-3-1904 and acquired lumber operation and railroad of McFarland and Bollinger at Huston. Operations discontinued no later than 1911. Used former M.&B. Climax.

Frick Coke Co. (or Frick Coal Co.)

Owned a railroad line from Ritner, where they had coke ovens, south to Vance Mills Jct. on Penna. RR. Presumably the Penna. RR operated over it.

Gardner or Gardiner Lbr. Co.
 Built railroad on Laurel Run from Rogers Mills, 6 or 7 miles, 36" gauge prior to 1916. Torn up 1922. Had a second hand Cl. A Climax of unknown origin

Greenlick Narrow Gauge RR

Inc. 10-19-1874 Greenlick Jct. to Mt. Vernon Mines near Scottdale, 4 miles, 36" ga.
 Opened 1875. Hauled coal. Reorg. 6-9-1892 as Greenlick RR. Had 1 loco.

Greenlick RR

Inc. 6-9-1892 as reorg. of Greenlick Narrow Gauge RR. 1 loco.
 Op. discontinued 1896-97 and torn up about 1900 or thereafter. Corp. dissolved 1903-04

Huston, Henry C.

Built from just south of Outcrop (near Emme Siding) in 1898 east south-east to White House Rubles Run and Chestnut Ridge, 2 lines, about 12 miles. Torn up 1911. Std. gauge
 #152 Cl. A. Climax 1898. bought new. C.N. 152. Disposition unknown

Indian Creek Lbr. Co.

Inc. 9-21-1903. Built railroad from Champion up Pike Run and Roaring Run, and from near Jones Mills, Westmoreland Co. up Camp Run about 1912. Torn up about 1918.
 Company was acquired by McFarland Lbr. Co. about 1908.
 1917 name changed to Indian Creek Valley Lbr. Co. Std. Gauge 7 miles, 36" gauge 8 miles
 #1 Cl. A. Climax 1901 18 tons. Transferred from his Laurel Furnace operation. 36" gauge
 2 " B " 1907 808 35 tons New. Sold to Back Creek Lbr. Co.

Kendall Lbr. Co.

Inc. 1-13-1915 as reorg. of Ohiopyle Lbr. Co. Railroad on Big Meadow Run and Beaver Cr. south out of Chippyle. 36" gauge. Torn up 1918. Locomotives - see Ohiopyle Lbr. Co.

Kirkland Lbr. Co.

Built log. rr about 1901 off McFarland Lbr. Co. on Laurel Run near Indian Creek. Had 2 miles, 36" gauge, on Tucker Run. Torn up about 1904. Had a Class A Climax.

McFarland Lbr. Co.

Built about 1900 south from Indiana Creek up Laurel Run 4 or 5 miles. Torn up 1906. 36"
 #1 Cl. A. Climax 1901 18 tons New. Transferred to other Indian Creek operations of Indian Creek Lbr. Co.

McFarland Lbr. Co.

Inc. 4-6-1906 and built log railroad on Buck Run and Mill Run, Fayette Co., 3rd. and 36" gauge and Middle Fork, 1906. Torn up about 1912. Merged into Indian Creek Lbr. Co. about 1908. At Rogers Mills.

New Haven and Dunbar RR

Inc. 11-22-1892 to take over railroad of Dunbar Furnace Co. at Dunbar, Dunbar to Hill Farm (coal mine) and furnace to stone quarries, 4 1/2 miles. Ran east of Dunbar furnace 2 miles to quarries on Irishtown Run. Hill Farm was near Ferguson. Original track age for furnace built in 1879. Dunbar Furnace Co. also called Dunbar Iron Co.
 A topographic map shows a tram road off east end into mountains.
 Iron company closed 1924 and railroad hauled only stone and sand until this business went to trucks. Ceased operations 8-31-1955; I.C.C. authorized aband. 9-8-1955

10	0-4-0	Raldwin	1894	13972	New
11	"	"	"	13981	"
12	"	"	1895	14596	"
13					
14	0-6-0	Baldwin	1899	16493	New
15	0-4-2	"	1902	20122	"
16	0-6-0	"	1903	21961	"
17	"	"	1906	27654	"

#8 0-6-0 on ? out of service about 1945
 B&O 1142, 0-6-0 leased, 1940s
 1317 65 ton Whitcomb 1944 60415 ex USA
 8409, aq. 1947. diesel.

2 P.P.O Bull 1922 55343 of Std. Oil Co. of N.J. #8, 4/9. 1936.

Ohiopyle Lbr. Co.

(Pittsburgh and Western Lbr. Co.)
 Inc. 4-27-1905 and built 36" narrow gauge from Ohiopyle up Beaver Creek and Big Meadow Run to near West Virginia line. Had 26 miles of track. Aband. 1918
 #1 Shay 2 Tr. 1902 7487 20-25 tons new, Pitts. & Western Lbr. Co.
 Cl. B Climax origin unknown. Sold to McKelvey Bros, Blair Co.
 Climax of unknown origin or disposition
 one other loco.

Somerset Lbr. Co.

Built prior to 1910 along Bear Run 2 or 3 miles. Nothing else known.

Summit Lbr. Co.

Company had small portable saw mills and narrow gauge railroads at several locations using 4 WHEEL gasolene locomotives in the late 1920s and early 1930s. Built circa 1928 north from Elliottsville up Big Sandy Creek, 5 miles and on Sandy Creeks and Quebec Run near W.Va. line and Mill Run 3 miles near Elliottsville. NEW LOCOMOTIVES ALL BROOKVILLE LOCOMOTIVE CO. #127, 4-1927, 4 tons, 5-1931; 1259, 8-1928, 5 tons, SOLD 1934 TO JOHN CURRY, UNIONTOWN; #1443, 8 tons, 11-1929; 1535, 6 tons, 5-1930; 2122, 8 tons, 7-1930; 1068, 1927 2 WHEELS * CONSOLIDATED L&L CO. UNIONTOWN

Washington Run RR

Inc. 4-25-1895 to serve coal mines, Layton to Star Jct., 4.1 miles. Star Jct. was site of several mines. Op. discontinued 3-12-1931 after coal mine closed and torn up soon after. Owned by Chhbran Coal & Coke Co.

Railroad built between 1896 and 1899 and officially opened 1-8-1900. Got its second locomotive in July 1899

#1 unknown
2 2-8-0 Pittsburgh 1899 c.n. 1982
3 " Brooks 1923 64149

I.C.C. authorized aband. 1-30-1931. Had been built 1899 for Washington Coal & Coke Co. In 1930 acquired by H. C. Frick Coke Co. and plans made to replace RR with underground belt conveyor to the river.

Youghiogheny Lbr. Co.

Location unknown but probably in Fayette County. In 1892 they bought a new Cl. A Dunkirk c.n. 126

Youghiogheny & Ligonier Valley RR

Inc. 5-3-1906 from Indian Creek to Mechanics Grove (Rector), Westmoreland County, 3' gauge Built 1906 Indiana Creek up Indiana Creek on west side to Whites Bridge, 7 miles. Owned by McFarland Lbr. Co.

Aband. 1908 - replaced by Indiana Creek Valley RR (see B. & O. RR)

Locomotives : See McFarland Lbr. Co. Class A Climax built in 1901 for McFarland.

Youghiogheny Central Ry.

Inc. 8-24-1892 from Rainey Coke Works on right bank of Youghiogheny River near Dawson, crossing the river to Paul Coke Works at Vanderbilt, 5 miles.

(Dawson and Vanderbilt are opposite each other on the river, 1/4 mile apart or so.)
Peters Manual said road opened 4 miles in 1896 as a connecting line for railroads entering the Connellsville coke region. Railroad was completed except for a one mile tunnel. (It apparently operated on a limited scale as it obtained 2 locomotives).

Peters Manual 1900 said railroad not in operation. Charter turned in in late 1899/early 1900 Not known where the 4 miles were constructed or where tunnel was to be.

#1
#2 2-8-0 Altoona 1879 407 ex Pa. #12, cl. H1, acq. 7-1899. (loco. was acquired just prior to closure. Disposition unknown.)

Paper RailroadsFayette & Westmoreland RR

Inc. but did not pay its enrollment tax.

Suprl. 4-11-1859 Pa. RR may buy the stock. (don't know if it did)

Waynesburg & Monongahela River RR Inc. 5-3-1864 See Greene Co.

Connellsville & Southern Pennsylvania RR

Inc. 8-19-1864 Connellsville to Maryland line. May take over rights of Pittsburgh and Connellsville RR.

Suprl. 4-5-1866 may extend Connellsville, Fayette Co. to Pittsburgh.

Uniontown and Dunkard Creek RR

Inc. 3-23-1865 but enrollment tax not paid until 1869. Uniontown, Fayette Co. to mouth of Dunkard Creek, Greene Co.

Pittsburgh & Connellsville Mining & Manufacturing RR Co. Inc. 4-12-1866 See Allegheny Co.

Dickinson Run RR & Bridge Co.

Inc. 3-1-1867 Dawson's Sta. on Pittsburgh & Connellsville RR to coal lands of Brownfield, Wilson and Howell with bridge over Youghiogheny River., Fayette Co.

Uniontown and West Virginia RR

Inc. 4-2-1868 Uniontown to Fairchance, 8 1/2 miles.

Some grading done but no track lain. Foreclosed 3-4-1874.

Hickman Run RR

Inc. 3-20-1869 mouth of Hickman (Huston) Run, Fayette Co. to lands of John M. Cochran.

Pittsburg & Virginia RR Inc. 4-14-1870 See Allegheny Co.

New Florence and Ligonier Valley RR Inc. 3-22-1872 See Westmoreland Co.

Dunbar Iron Co.

Inc. 3-23-1872 as reorg. of present Dunbar Iron Co., Fayette Co. and build a RR up to 10 miles to connect to existing RR. Had plant facility

Brownsville & Youghiogheny Ry

Inc. 4-3-1872 New Haven, Fayette Co. to Brownsville to W. Va. line.

Falls City and West Virginia RR

Inc. 4-4-1872 Fayette Co. to W. Va. state line to connect with Iron Valley and penna. line RR

Brownsville Branch RR

Inc. 3-23-1870 Brownsville to Uniontown, Fayette Co., 12 miles

Cove Run RR

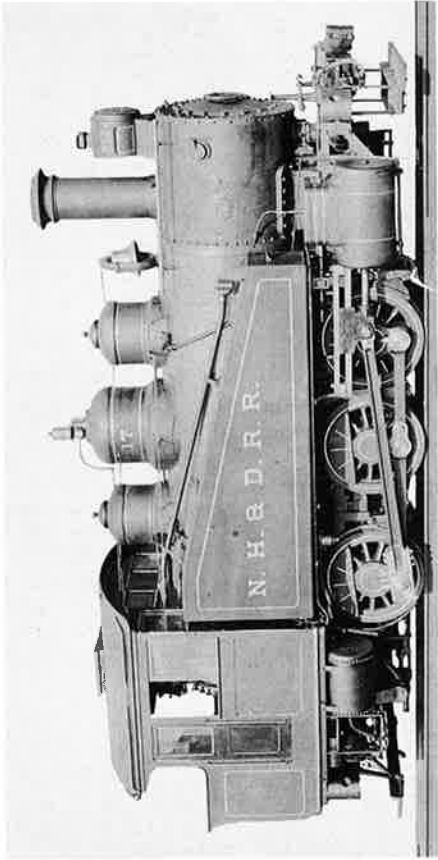
Inc. 10-4-1871 South (?) Union Twp, Fayette Co. near Fort (?) Sta. 2 miles to where Cove Run crosses Fayette Co. RR.

Ohio and Baltimore Short Line Ry.

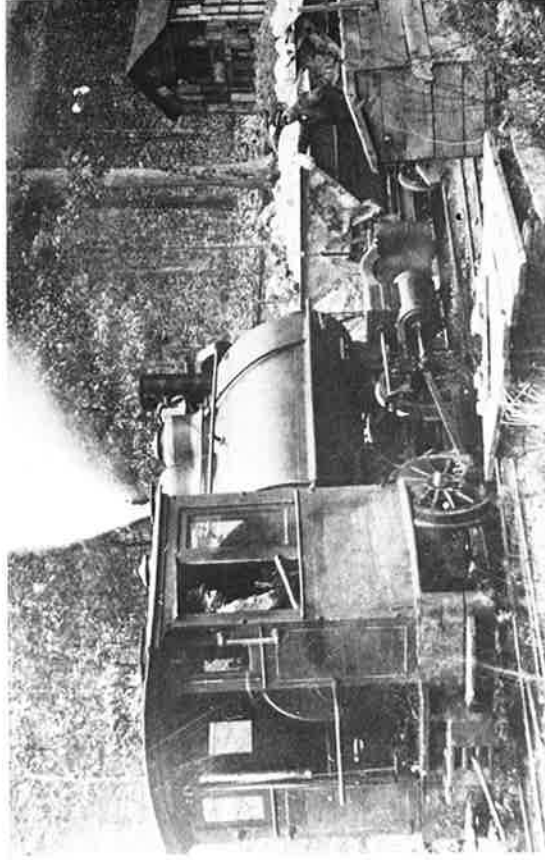
Inc. 2-19-1873 from Hemphill RR 5 miles east of Washington to Phila. & Connellsville RR at Davison (?) Sta., Fayette Co.

Brownsville and New Haven RR

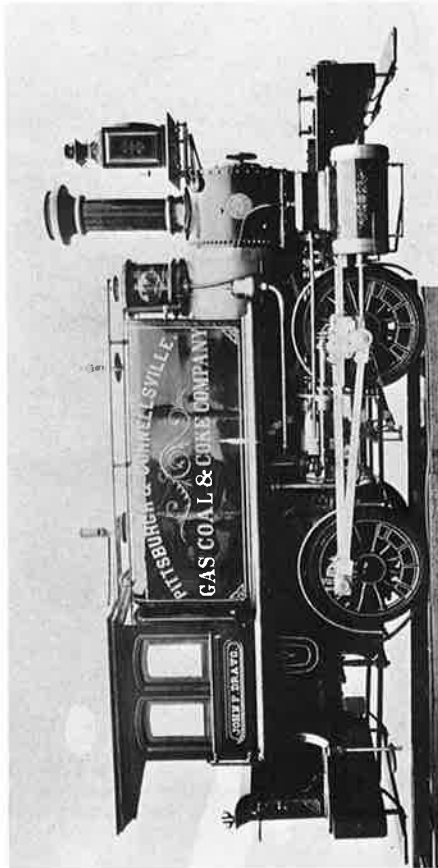
Inc. 2-24-1876 New Haven or Connellsville to Jones Mill, Fayette Co., 10 miles



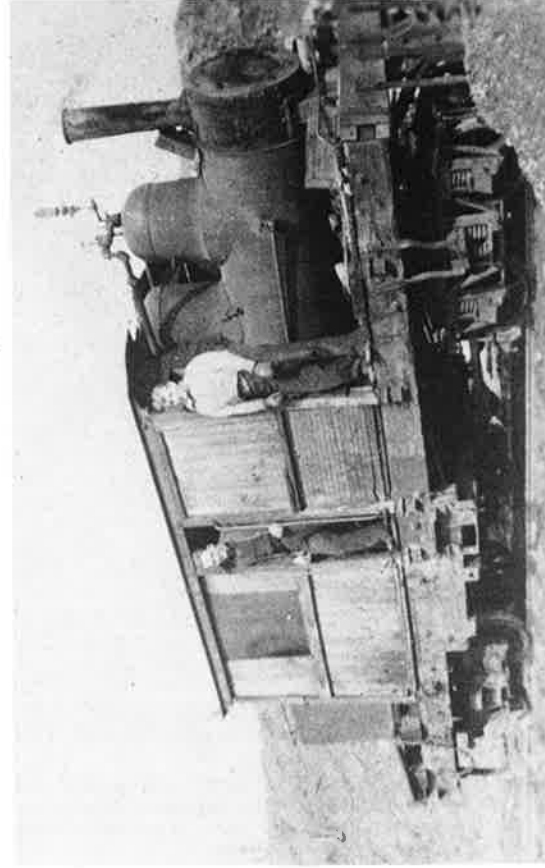
New Haven and Dunbar R.R. #17 built in 1906 by Baldwin was the last new locomotive built for this railroad which served the Dunbar Furnace Company by bringing in nearby iron ore and limestone in Fayette County at Dunbar. The railroad was formed in 1892 to take over the Dunbar Furnace Company's track built in the 1870s.



Benj. F. G. Kline, Jr.
At Mapleton in Huntington County were extensive deposits of silica sand for use in making glass. Several railroads worked the sand pits and hauled little dump cars out to the reload point on the Pennsylvania. This picture shows the Juniata Glass Sand Company's engine with a string of loaded cars.



Alco Historic Photos
Presumably the Pittsburgh and Connellsville Gas, Coal, and Coke Company was located near Connellsville. This engine had a woodland scene painted on the sand-box and ornate striping, and must have been the pride and joy of the Pittsburgh and McKeesport Car Company which built it about 1874, construction number 5. This little known builder was located at McKeesport.

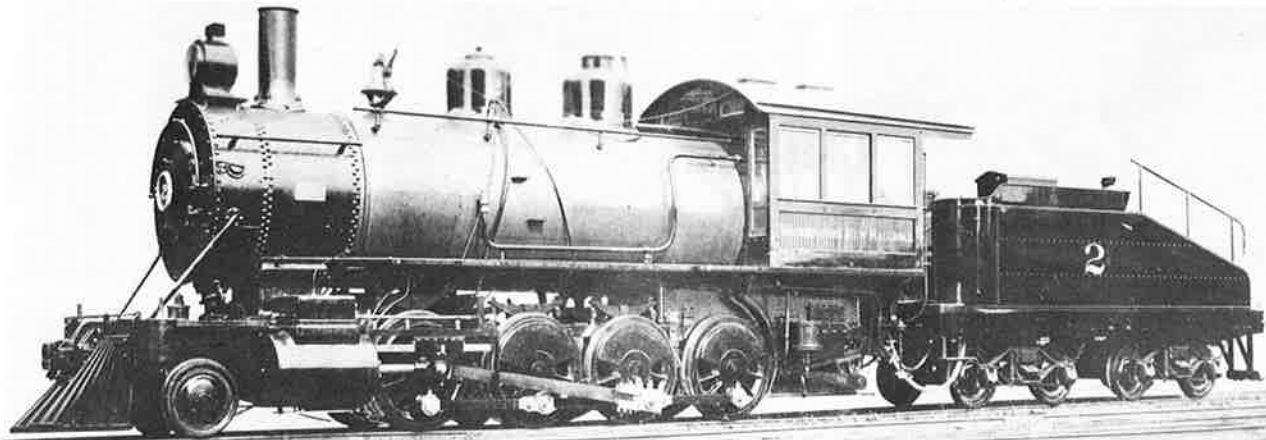


Ivan W. Saunders
Crawford Coal and Coke Co. #4 at Highhorse (Smithfield), Fayette Co. in 1936. This old Climax with its wooden frame probably has received a new boiler because the steam dome is in an unusual position up front. The locomotive moved cars around a strip mine. This may have been the last Class A type Climax to operate in Pennsylvania.

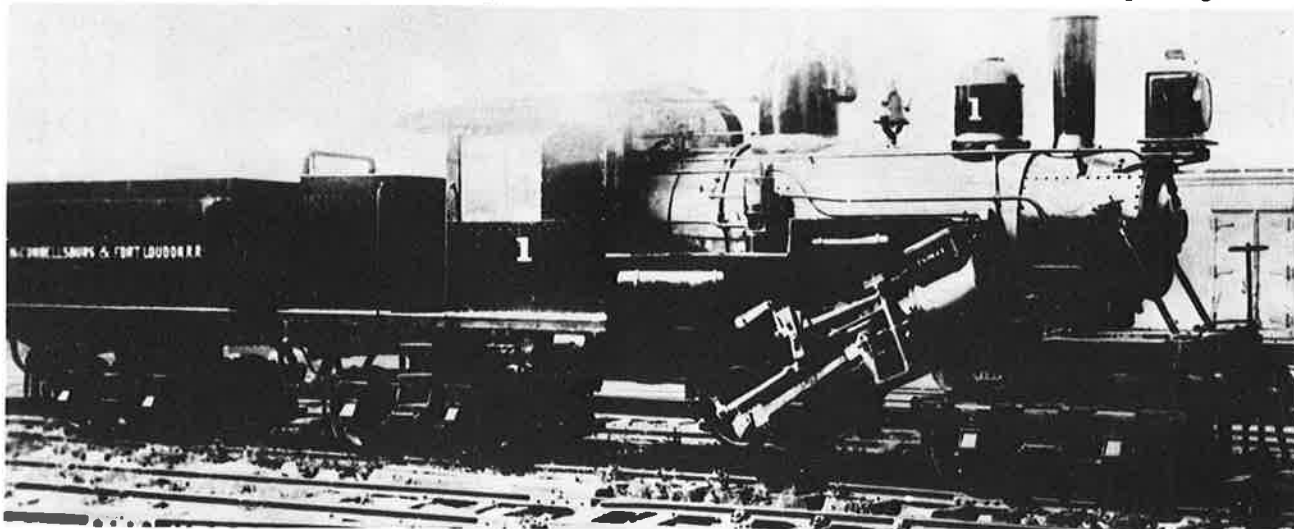


Railroad Museum of Penna.-P.H.M.C.

The Dunbar Iron Company is presumed to have been at Dunbar and was a contemporary of the Dunbar Furnace Company which also had several locomotives. This ornately painted locomotive was produced by Baldwin in 1871, c.n. 2345 and weighed 10½ tons plus tender. The drivers are only 36 inches. The locomotive carried no number; only the name H. F. Kenney.



The Washington Run Railroad, which was built in the late 1880s to serve a coal mine in Fayette County, had three locomotives. No. 1 was second hand, and No. 2 was bought new in 1899 from Pittsburgh Locomotive Works. It wasn't until 1923 that the third engine was acquired. When the depression closed the coal mine in 1931, the railroad ceased operating.



Benj. F. G. Kline, Jr.

McConnellsburg and Fort Loudon RR Climax #1 built in 1916 and weighing 90 tons. This railroad was originally incorporated in 1914 as an electric line, but in 1916 was reorganized so as to be allowed to use steam. Some track was laid before embezzlement was discovered and the project scrapped. A geared locomotive was needed because of the mountain grade between the two towns in Franklin and Fulton Counties.

- Uniontown Ry.
Inc. 1-24-1879 Vance's Mill to Haggart (?) Sta. on Fayette County RR, 3 miles
- Pittsburgh and Youghiogheny RR Inc. 2-18-1880 See Allegheny Co.
- Iron Bridge and Morewood RR
Inc. 6-8-1881 Mt. Pleasant & Broad Ford RR at Iron Bridge Sta. in Fayette Co. to private RR of Morewood Coke Co., 2 miles at about 500' from June Bug Branch of West Penn RR, Westmoreland Co.
- Chartiers and Youghiogheny RR Inc. 6-14-1881 See Allegheny Co.
- Monongahelia and East shore RR Inc. 7-29-1881 See Allegheny Co.
- Dawson, Broadford and Mt. Pleasant RR
Inc. 8-8-1881 Dawson, Tyrone Twp, Fayette Co. parallel to Pitts. & Connellsville RR to Broadford to Porter Gap, Scottdale to Mt. Pleasant, Westmoreland Co. 12 $\frac{1}{2}$ miles
- Westmoreland and Fayette RR
Inc. 8-8-1881 Broad Ford, Connellsville Twp then parallel to Mt. Pleasant and Broad Ford RR to Porters Gap to Mt. Pleasant, 10 miles
- Rostraver Ry.
Inc. 9-9-1881 Belle Vernon, Fayette Co. to mouth Big Sewickly Cr. at Youghiogheny River in Westmoreland Co.
- Pittsburgh & Atlantic RR
Inc. 10-6-1881 New Haven, Fayette Co. to Shippensburg, Cumerland Co., 150 miles
- Youghiogheny River RR
Inc. 12-9-1881 Confluence, Somerset Co. along Youghiogheny River to Maryland, 15 miles. Pa. RR says Pa. #1083, 2-8-0 Altoona 1883 c.n. 876 H-1 sold 1-1-84 to Y.R. RR #1. No record of RR in Pa. or subsequent RR built on its Pennsylvania, Maryland and Virginia RR. Proposed route.
Inc. 12-9-1881 Connellsville, Fayette Co. up Youghiogheny River to state line., 40 miles
- New Haven and Youghiogheny RR
Inc. 1-3-1882 New Haven, Fayette Co. to West Newton, Westmoreland Co., 25 miles
- Harrisburg and Western RR Inc. 1-25-1883 See Dauphin Co.
- Sherrick Run Ry
Inc. 7-19-1883 Summit Sta., Fayette Co. on Mt. Pleasant and Broad Ford RR to Rose's Summit to Monatey Coke Works, Westmoreland Co. 25 miles N.E. on Sherrick Run.
- Youghiogheny and Wick Haven RR
Inc. 9-18-1893 Pitts., McKeesport & Yough. RR at West Banning Sta. to Wick Haven, 1 mile.
- Fair Chance and State Line RR
Inc. 9-14-1885 Fair Chance, Fayette Co. to W.Va. Wharton Twp at Big Sandy Cr.
- Jacobs Creek and Mt. Pleasant RR
Inc. 8-7-1886 Upper Tyrone Twp, Fayette Co. near Youghiogheny Northern RR and S.W. Penna RR RR Jct. to Mt. Pleasant., Westmoreland Co.
- Fayette & Westmoreland RR
Inc. 8-7-1886 Morgan Sta. on Broadford and Mt. Pleasant RR in Upper Tyrone Twp to Mt. Pleasant, 9 miles
- Ohio and North Eastern RR
Inc. 7-1-1889 Mouth Jacobs Creek on Youghiogheny River at Smithton yo Latrobe, 2 $\frac{1}{2}$ miles.
- Youghiogheny Southern RR
Inc. 7-29-1889 South Side Youghiogheny River near Broad Ford to Uniontown, 20 miles.
- Union Transfer & Exchange RR Inc. 7-15-1892 See Allegheny Co.
- Redstone Connecting Ry.
Inc. 2-21-1894 Redstone Creek near Grindstone, Jefferson Twp to Perryopolis, 10 miles
- Chester River RR
Inc. 1-28-1896 Monong. River, Green Co. opp. Point Marion, cross river to Point Marion, Fayette Co. to W. Va. line, 3 $\frac{1}{2}$ miles
- Pittsburgh and Brownsville RR
Inc. 10-27-1896 Brownsville, Fayette Co. to McClellandtown in German Twp, 15 miles
- Uniontown, Waynesburg and West Virginia RR
Inc. 12-23-1897 Uniontown to Waynesburg to W. Va. line at forks of Wheeling Cr., 50 miles
- Fourth Pool Connecting RR
Inc. 11-7-1898 Lock No. 4 on Monong. R. near North Charcroft, Wash. Co. to mouth Little Red Creek, Fayette Co., 9 miles.
- Youghiogheny Connecting RR
Inc. 1-17-1900 Connellsville to New Haven, .5 mile

Merrittstown and New Salem RR
 Inc. 1-30-1900 Merrittstown to New Salem, 4 miles.

Cheat Haven RR
 Inc. 7-8-1902 W. Va. at Cheat River to F.N.&P. RR at Cheat Haven, 2 miles.

Cheat River and Pittsburgh RR
 Inc. 7-9-1902 Monong. R. in Green Co. opp. Cheat River, cross M. River to Fayette and up Cheat River to W. Va.

Western Fayette RR
 Inc. 9-24-1902 Brownsville to Buffington, 10 miles. Corp. dis. 1903-04

Redstone RR
 Inc. 10-20-1902 Colvin Run, Redstone Twp. to Grindstone, 3 miles. Corp. dis. 1907-08

Brownsville Southern RR
 Inc. 11-12-1902 Merrittstown to Masontown and New Salem RR at New Salem, 5 miles

Confluence and Morgantown RR Inc. 3-23-1903 See Somerset Co.

Breakneck Valley RR
 Inc. 6-15-1903 South West Penna RR at Coal Brook, Bullsken (?) Twp, Fayette Co. up White Run, 5 miles

Lechrone & Little Whitely RR
 Inc. 1-25-1905 Ache Jct. near Lechrone, Fayette Co. to Green Co. (Pa. RR and Masontown and New Salem RR) 15 miles. Merged 9-27-1906 into Uniontown & Wheeling Short Line R.R.

Dunlap Southern RR
 Inc. 6-16-1905 from Connellsville & Monongahelia RR at Republic, Luzerne Twp, Fay. Co. to Lambert (to connect with C&M RR again) 4 miles

Cedar Creek RR
 Inc. 8-4-1905 from P&LE Downers Run Br., Wash. Twp, Fay. Co. north to Rostover Twp, West. Co. to Cedar Creek Sta. of P.M.&Y RR, 6 miles

Dunlap and Redstone RR
 Inc. 11-21-1905 Connellsville Central RR and Redstone Central Jct. northeast to Grindstone Sta. on P.V.&C. Redstone Br., 10 miles. Corp. Dis 6-27-1911

Connellsville, Uniontown and Wheeling RR Inc. 11-4-05
 Bidwell Sta, Fayette Co. to Confluence to W. Va. line in Green Co. 1 mile from Washington Co. line, 75 miles

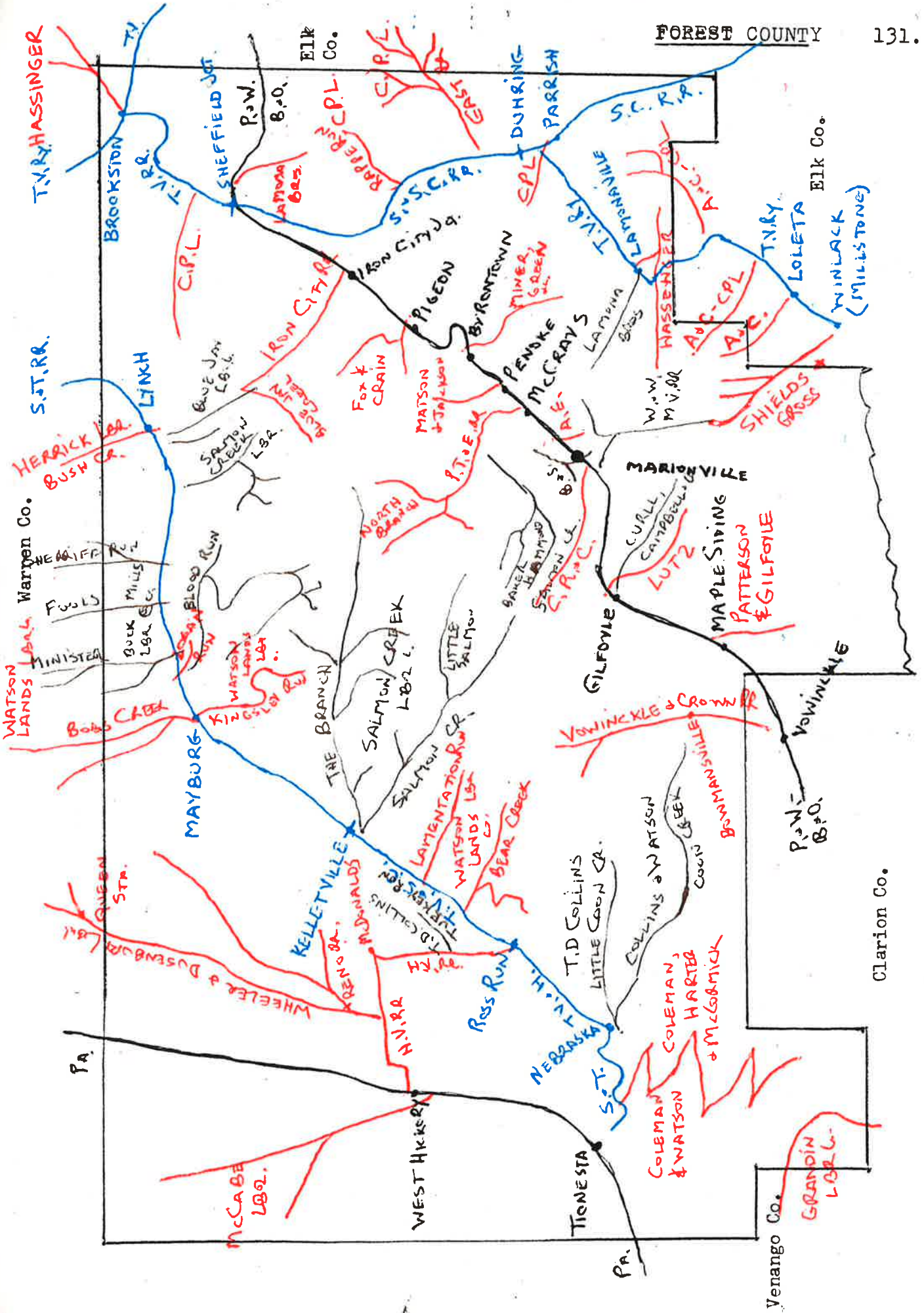
Uniontown and Wheeling Short Line RR
 Org. 9-27-1906 as merger of Lechrone and Little Whitely RR, Midland RR, Waynesburg and Monongahelia RR (W.Va) and Ohio and Marshall County RR (W.Va.) (no record of inc. of W & M in Pa. or Midland RR.)

Youghiogheny & Cheat River RR
 Inc. 5-10-1907 Ohio Pyle to Wharton Twp at Md. state line, 15 miles. Corp. dissolved 1916

Dunlap & Western RR: Reported by PUC as corp. dis. 1910-11. Believed to be Dunlap & Redstone RR

MAP ABBREVIATIONS

- A.E. - Acme Extract Co.;
- A.&C. - Amsler & Campbell
- B.&S. - Baughman & Sutton
- C.P.L. - Central Penna Lbr
- C.R.&C. - Campbell, Ritts & Co.
- H.V.RR - Hickory Valley RR
- M.V.RR - Milstone Valley RR
- P.T.&E. - Punksutawney, Titusville & Erie RR (name ?)
- S.&T.RR- Sheffield & Tionesta RR
- S&SC RR- Sheffield & Spring Creek RR (T.V.RR)
- S.C.RR - Spring Creek RR (later T.V.RR)
- T.V.RR - Tionesta Valley RR
- T.V.&H.- Tionesta Valley & Hickory RR
- TV&SC - Tionesta Valley & Salmon Creek RR (S.&T.RR)



Sheffield and Tionesta RR - Salmon Creek Lbr. Co. - T. D. Collins

These companies were all controlled by T. D. Collins in partnership with others plus various other companies. The Sheffield & Tionesta RR was the common carrier connecting link for everything providing passenger service and hauling finished lumber to the Penna. RR at Sheffield. Salmon Creek Lbr. was probably the largest of the lumber companies of Collins and most logging engines eventually were lettered this. The S.&T. locomotive numbers did not duplicate at the same time any of the logging engines because logging engines operated over the S.&T.

Tionesta Valley & Hickory RR

Inc. 4-4-1892 Nebraska to Ross Run, 5 miles, and built same year. Connected Collins saw mill at Nebraska to Hickory Valley RR at Ross Run.
Merged 8-10-1911 into Sheffield & Tionesta RR
Locomotives: Owned none. Used logging railroad engines of Collins.

Tionesta Valley & Salmon Creek RR

Inc. 5-12-1893 Ross Run to Kellestville, 6 miles. built same year. Connected Collins saw mill at Kellestville to Hickory Valley RR at Ross Run
Merged 5-16-1901 into Sheffield and Tionesta RR
Locomotives: None. Used Collins logging engines.

Sheffield and Tionesta RR

Inc. 1-2-1900 to build Kellestville to Sheffield, built 1900, 24 miles.

Acquired T.V.&S.C.RR 5-16-1901

Built Nebraska to Tionesta, 7 miles, in 1911

Acquired T.V. & Hickory RR 8-10-1911 as part of extending to Tionesta.

Besides serving as out let for Collins saw mills at Nebraska and Kellestville, it also served his other smaller mills such as Buck Run and brought out finished lumber of Colema Harter & McCormick, Watson Lands Lbr. Co., and wood chemical products of Mayburg Chemical Co. Aband. Tionesta to Nebraska 1929; Nebraska-Mayburg 1939; Mayburg-Sheffield 9-17-43. ACC. AMH

Locomotives:

?	4-6-0				ex Penna. RR, acq. 1900. Sold to F.M.Hicks & Co., 1900
4	4-4-0				ex C.&N.W.Ry, acq. 1906 from F.M.Hicks & Co. (G&NW cast on smoke box door. Scrapped 1941
5	2-6-0 Porter	1902	2575	new	Sc. 1941
6	" "	1903	2785	"	Sc. 1943-44
11	4-4-0 Baldwin	1915	42650	"	"
12	4-6-0 Pitts.	1889	1034		ex Penna. RR-Vandalia RR #331 (Terre Haute & Logansport # 118-318) Acq. 7-1916

also used Collins and Watson engines 1900-1903.
It is possible some of the logging engines also were lettered S&T at some time

Collins, T. D. (also Collins and Kreidler; Collins, Darrah & Co.)

Built 36" gauge log railroad on Little Coon Creek, Fox Creek near Nebraska, 8-10 miles. Torn up 1917. Served Nebraska saw mill. There was also a line off Hickory Valley RR on Turkey Run, std. g.

172	Shay 2 Tr.	1887	172	13 tons	new	Sc. 1941
148	Cl. A Climax	1896	148	8 "	"	transferred to Buck Mills Lbr. Co. Had only 4 wheels
3	2 Tr. Shay	1906	1692	18 "	"	Sc. 1941

Buck Mills Lbr. Co.

Built 36" gauge on Minister Creek, Fools Run, Sheriff Run, Blood Run, each 3 or 4 miles beginning in 1894. Last one torn up 1902-03. Only one cut at a time apparently as only one engine. All down grade and loco only used or needed to haul empties back up.

148 Cl. A Climax 1896 148 8 tons transferred from Nebraska (T.D.Collins). Sold 1906 to Loco. lettered Collins or Collins&Kreiter. Baughman and Sutton, Marienville

Collins and Watson Lbr. Co.

Built std. gauge RR at Nebraska up Big Coon Creek to Golinza and to Gilfoyle, 12-15 miles, about 1890. Torn up 1905. Served saw mill at Golinza.

101	Cl. A Climax	1892	101	13 tons	New	Salmon Creek Lbr. Co.
2	2 Tr. Shay	1893	429	18 "	"	"
3	" Heisler	1899	1029	20 "	"	"
4	" "	1900	1047	37 "	"	"

Salmon Creek Lbr. Co.

Collin's operation at his Kellestville mill. Began railroad operation for nringing in logs in 1894 and built on Salmon Creek, The Branch, Blood Run, Hastings, Blacksnake, and Blue Jay Creeks. About 50 miles of track.

Lost logging railroad line torn up 1923.

101	Cl. A Climax	1892	101	13 tons	ex Collins&Watson #101.	Sold Tionesta Valley Chem.Co. Mayburg.
2	2 Tr. Shay	1893	429	18 "	" #2	Sc. 1941
3	" Heisler	1899	1029	20 "	new " #3	wrecked 1912 & Sc.
3	" "	1912	1257	42 "	new	Sc. 1941
4	" "	1900	1047	37 "	ex Collins&Watson #4	"
4	" Shay	1896	523	40 "	ex Watson Lands Lbr. #4,	acq. 1917? Sc. 1941
5	Cl. B Climax	1901?			new	wrecked & Sc.
5	" "	1906		38 "	ex Watson Lands Lbr. #5,	acq. 1917? Sc. 1941
6	0-4-4 Bald.	1892	12559		Chicago&South Side El.RR#5	Renumbered 10, 1902-3
7	2 Tr Shay	1907	1890	20 "	new	Sc. 1941
8	0-4-4 Rhode Is.	1880	864		ex N.Y.Elevated RR#279,	acq. 5-1907 Sc. 1941
9	This number was used by Standard Wood Co., saddle tank					
10	0-4-4				renumbered from 6, 1902-3	Sc. 1941

Acme Extract Co.

Built 1½ miles from factory at Marienville in 1890 to Wagner and Wilson's 36" gauge logging railroad. Torn up 1902-3. Had some trackage off W.&W. into their timber.
- Cl.A Dunkirk 1890-91 12 tons origin unknown; disposition unknown

Baker, Hammond & Co.

Mill at Bridgeport.
Built 36" gauge from L.S. Clough's P.T.&E.RR on Salmon Creek down the creek several miles and another line into Little Salmon Creek, 1891, 5 or 6 miles. Torn up 1902-04
#92 Cl.A Climax 1891 92 13 tons new Sold Bowman Lbr. Co. Vowinkle & Crown RR.
#? rod unknown

Baughman and Sutton Lbr.

Built 1907 Marienville down to Salmon Creek and then up and down it about one mile in each direction. 36" gauge. Torn up 1911
#? Cl. A Climax 1896 148 8 tons ex T.D. Collins' Buck Mills Lbr. Disposition ??
2 Tr. Shay 1895 495 17 " ex Watson Lands Lbr. Co. #1, Mayburg, Pa. " ??

Blue Jay Lbr. Co.

Inc. 10-13-1890 and built 36" gauge railroad from Iron City Lbr. Co.'s RR at mouth of West Branch of Blue Jay Creek north to Tionesta Creek at mouth of Brush Creek, 3 miles. Torn up about 1897.
#? Cl.A Climax 1891 13 tons new Disposition unknown
also a 2nd loco.

Browne, W. E. & Co.

Built a log rr at Duhring about 2 miles about 1888, torn up 1892, location unknown
#1 unknown
2 Cl. A Dunkirk 1890 106 12 tons New Disposition unknown

Byram & Co., Wm.

Built 36" gauge at Byrontown on Pitts.&Western RR (B&O) up Gilfoyle Run, 1 mile, 1885. Sold 1887 to Miner, Green & Co.
#1 rod? origin unknown. Sold to Miner Green & Co.

Campbell, Ritts & Co.

From near Marienville (1 mile or two below on P&W RR) east 4 miles down into Salmon Cr. 36" gauge, built 1889. Torn up 1897
1 2 Tr. Shay 1890 305 13 tons ex Iron City RR #1, acq. 1894, Iron City, Forest Co. sold to Amsler & Campbell, Loleta, Elk Co.

Clough, L. S. see P.T.&E.RR

Coleman and WatsonColeman, Harter & McCormick

Coleman and Watson built in 1911 2½ miles of log railroad just east of Tionesta village to the Little Tionesta Creek. In 1912 they sold it to Coleman, Harter & McCormick C.H.&M. extended the railroad over the mountain to Hemlock Creek to cut a track. Torn up 1916
#1 2 Tr. Shay 1906 1741 36 tons ex A. Cook's Sons Co. #2. Sold to Dominion Lbr. Co.
2 Cl.B Climax 1913 45 " new Sold to Std. Chemical Co., Canada

Curll, Campbell & Co.

Built about 1885 7 Gilfoyle down to Maple Creek and along it 1-3 miles. 36" gauge. Torn up after 1890. Had a small locomotive, leased from Pittsburgh & Western RR
#9 C-4-OT built in 1840 by Parker & Karns City RR.

Fox and Crain - Samuel Crawford Lbr. Co.

Built 1893 36" gauge rr from the saw mill 1¼ mile west of Frosts (Pigeon) on P.&W.RR down to Blue Jay Creek and up Slater Run about 2 miles. Torn up 1898
Previously Samuel Crawford Lbr. had built from Pigeon to the mill and this 1¼ mile operated by the Pitts. & Western RR to haul lumber out.
#1 2 Tr. Dunkirk 1892 128 16 tons New. horizontal boiler. Disposition unknown

Grandin Lbr. Co.

On Hemlock Creek. See Venango County.

Hassinger Lbr. Co.

Built from Tionesta Valley RR up Fork Run and Rock Run (near Brookston) 1900, 36" g. Torn up 1902. Then moved south to Lamona.
Built from Lamona on T.V.RR, 1902, 36" g. relaid RR on Lamona Bros. RR and beyond, and south-south east from Lamona, 5-6 miles. Torn up 1906.
#1 Cl.B Climax 1900 227 20 tons new. Sold to Amsler & Campbell at Loleta, Elk Co. or its successor, Central Penna. Lbr. Co.
2 " " 1902 353 35 " " Changed to std. g. and shipped to Hassinger operation in Va.
- 2 Tr. Heisler leased from Shields & Gross, Winlack, Elk Co. for a year or so.

Herrick Lbr. Co.

Inc. 5-9-1893 and built 2 miles, 36" g. on Brush Creek to Blue Jay Lbr. Co. saw mill at Tionesta Creek. Torn up about 1897. Had a 13 ton Shay of unknown origin.

Hickory Valley RR - see Wheeler & Dusenbury Lbr. Co. next page.

Iron City RR (Iron City Lbr. Co.)

Not Inc. Built Iron City on Pittsburgh & Western RR down Rock Spring Creek and up west branch of Blue Jay Creek, 1890, 36" gauge. Torn up about 1898.
Locomotives were lettered Iron City RR
#1 2 Tr. Shay 1890 305 13 tons new Sold to Amsler & Campbell, Loleta, Elk Co.
2 unknown
3 Cl.B Climax 1893 20 " " Disposition unknown. Possibly L.S. Clough Lbr.

Lamona Bros.

Built a logging RR from near Sheffield Jct. on Warner Run, 4 miles, 1889, torn up 1893
36" gauge. Then moved to Lamona ville.
Built log RR from Lamona ville. 1893, 36" g. west 2 of 3 miles. Torn up 1899.
#62 Cl. A Climax 1889 62 12 tons New. Sold 1899 to southern plantation.

Lutz, J. A.

About 1899 built Gilfoyle 1 mile to Maple Creek. Torn up about 1904. Railroad hauled
lumber out from mill to P.&W.RR. 36" g. Loco. unknown.

McCabe Lbr.

Built 1907, torn up 1911, 36" g. at West Hickory up West Hickory Creek and McArthur Run.
Had several miles of track
#1 Cl.A Climax 1907 15 tons New? disposition unknown

Millstone Valley RR

Log railroad owned by Wagner and Wilson Lbr. Co. Not inc.
Built Marienville to Millstone Creek down to Barnett Twp and up to its headwaters. Al-
though RR called Millstone Valley, engines not so lettered. Ran along Millstone Cr.
4 or 5 miles. Built 1890, torn up 1905, 36" g.
1 2 Tr. Shay 1890 305 13 tons new Sold before 1900
2 0-4-2 Porter 1889 1085 14 " ex Miner Green & Co. #2, Byramtown, Forest Co.
? Cl.B Climax 27 " new? " or sale 1905
2 0-4-2 Porter 1900 2115 new Disposition unknown

Miner, Green & Co.

Bought in 1887 logging RR and mill of Wm. Byram & Co. which had been built in 1885 up Gil-
foyle Run from Byramtown one mile to saw mill, 36" g.
Extended by M.G.&Co. south about 4 miles to headwaters of Millstone Creek. Torn up about
1894. 36" ga.

#1 unknown
2 0-4-2 Porter 1889 1085 14 tons new Sold to Wagner and Wilson (Millstone Valley
RR). Marienville.

P. T. & E. RR

not sure what the initials stood for. No record anywhere. May have been Punxsutawney,
Titusville & Erie RR or maybe Pittsburgh, Titusville & Erie or something else. Owned by
L. S. Clough Co.

Railroad built from McCrays, near Marienville, to Clough's Mills with additional lines
to reach timber. Ran 2 miles north to first location of Clough's Mills in Jenks Twp
and then another 2 miles northwest to second Clough's Mills in Howe Twp. 36" g. rail-
road ran down headwaters of The Branch and also in area on top of the mtn south of The
Branch. Probably 8-10 miles total. First built 1889 and torn up 1911.

1 2-4-4T Brooks 1889 1562 new
2 2-6-0 " 1879 349 ex Western N.Y.&Penna. RR #201
? Cl.B Dunkirk 1892? 16 tons origin not known but possible ex Fox & Crain.
? " Climax " " " " " " Iron City RR

Disposition of locos unknown. Reportedly scrapped.

Patterson & Gilfillan (Forest Lbr. Co.)

Built from Maple Creek siding on Pitts.&Western RR, 2 miles northeast of Vowinckle down
Maple Creek 1 1/2 miles to site of the mill about 1886. Torn up about 1902. May have had
a locomotive to haul lumber out or the P.&W. furnished the service.

Reno RR see Wheeler & Dusenbury Lbr. Co.

Sheffield and Spring Creek RR See Tionesta Valley RR, Warren Co.

Spring Creek RR See Elk County

Tionesta Valley RR See Warren County

Tionesta Valley Chemical Co. 1911-1930?Mayburg Chemical Co. 1930?-1943

Operated large chemical plant at Mayburg. They operated over logging lines of Salmon
Creek Lbr. Co. and Watson Lands Lumber Co. after the lumber companies had completed
taking out saw logs. The last of these lines were taken up by 1930. From then un-
til 1939-40 Wheeler and Dusenbury brought chemical wood down Bobs Creek to the plant
and chemical company's locomotives were used only to switch the plant. The company
was forced to close in 1943 because the Sheffield and Tionesta RR, their outlet, had
received permission to abandon. It was more profitable to scrap the railroad for its
rails were needed in the war effort than to continue the 19 mile railroad just for the
chemical company's charcoal, acetic acid, and methanol shipments.

101 Cl.A. Climax 1892 101 13 tons ex Salmon Creek Lbr. #101. Sc. 1941
1 Cl. B " 1924 45 " ex American Plate Glass Co., Elk Co. Sold to Sigel
& Co., Warren, Ohio
2 Cl.B. " 1898? 20 " ex Watson Lands Lbr. Co. #2 Sc.
2 2 T. Shay 1908 2067 42 " " " # - Sc. 1943
- Cl.B Climax 1906 842 40 " Tunesassa Lbr. Co., acq. 1917. Sc. 1943

Vowinckle & Crown RR

Not inc., but locomotives so lettered. Owned by Bowman Lbr. Co.
 Built 36" g. in 1889 from Vowinckle in Clarion County on Pitts. & West. RR north to Bows-
 mansville, Forest County, 3 miles at mill in 1889. P.&W. operated over line to the mill
 Built 1894 from Bowsmansville up Ellsworth Run, Coon Creek and bought a locomotive. 5 or 6
 miles. Torn up 1905.
 #1 01.P. Climax 1894 25 tons new Sold to Henry O'Neil, Lucinda, Pa. (coal mine)
 - Cl.A " 1891 92 13 " ex Baker Hammond & Co., Bridgeport, Forest Co. Sold
 to Wright & Miller Co., Nansen, Elk Co.

Wagner & Wilson Lbr. Co. See Millstone Valley RR

Watson Lbr. Co.

Built from their saw mill at Mayburg, 36" gauge up Bobbs Creek 6-8 miles to near Dunhams
 Mill, 1895. Torn up about 1905.
 Built std. gauge on Lamantation Run, Bear Creek, Kingsley Run, each 5-6 miles. Last torn
 up about 1911. Also on Logan and North Branch Salmon Creek.
 #1 2 Tr. Shay 1895 495 18 tons new Sold possibly to Raughman and Sutton, Marienville
 2 Cl.P. Climax 1898? 20 " " " Tionesta Valley Chemical Co., Mayburg
 3 2 Tr. Shay 1896 523 40 " ex Blanchard & Twitchell, New Hampshire. Renumbered
 4 (possibly so as not conflict with Salmon Creek
 Lbr. Co. engines.)
 Sold to Salmon Creek Lbr. Co.
 4 renumbered from 3
 5 Cl.P. Climax 1906 38 " new " "
 - 2 Tr. Shay 1908 2067 42 " ex Commonwealth Lbr. Co., W.Va. Sold Tionesta Valley
 Chemical Co., Mayburg.

Wheeler & Dusenbury Lbr. Co.

This company was in existence for more than 100 years. It initially floated and teamed logs
 to their mill and floated cut lumber. In 1883 built the Reno RR, narrow gauge, and
 later the standard gauge Hickory Valley RR which brought finished lumber from T. D. Coll-
 ins Nebraska and Kelletville saw mills out to the Penna. RR. Wheeler & Dusenbury also
 built many miles of logging railroads, mostly in Warren County. Saw mill closed 1934 but
 took four years to ship out all lumber. During this time chemical wood was taken to May-
 burg for the Tionesta Valley Chemical Co. until 1938.

Reno RR

Not inc. Owned by Wheeler & Dusenbury. Built 1883 48" gauge railroad from Endeavor up Ot-
 ter Creek and Reno Run, about 7 miles to get logs.
 Track relaid to standard gauge about 1892 and absorbed by Hickory Valley RR
 #? rod engine. For sale 1886
 1 2 Tr. Shay 1885 134 13 tons 48" gauge. Changed later to Std. G. or Sc.

Hickory Valley RR

Inc. 5-18-1887 West Hickory (Jct. with Penna. RR) to Endeavor to McDonald on Beaver Creek.
 Built 1888 48" gauge, 5 miles.
 Changed to std. gauge 1892.
 Extended south from McDonald to mouth of Ross Run on Tionesta Creek in 1892 to bring out
 lumber of Collins. Total 14 miles.
 Torn up McDonalds to mouth of Ross Run about 1916.
 Abandoned McDonald to Endeavor 3-14-1936 (2.5 miles)
 Abandoned Endeavor to West Hickory 4-1938 authorized by I.C.C. Torn up 1940. 3.0 miles
 Locomotives:
 #1 2 Tr. Shay 1885 134 13 tons 48" (also used by Reno RR) changed to std. g.,
 sold or scrapped 1892/93
 2 " " 1892 408 28 " Std.g. New. Sold 1911 to Falcon Lbr. Co., Ark.
 3 0-6-4T Porter 1899 1931 New Sc. about 1940
 4 2-6-0 Brooks 1885 1076 ex Reynoldsville & Falls Creek RR #1.v Sc.
 5 " Lima 1910 1107 New Sc. about 1940 "1905?
 6 2 Tr. Shay 1911 2405 42 tons New Sc. " "
 7 " Heisler 1918 1378 47 " New Sold 1940

Wheeler & Dusenbury

Besides the Reno RR and Hickory Valley RR the company built the logging branches off the H
 H.V.RR up Hickory Creek, Middle Creek, Queen Creek, and feeder runs to their headwaters.
 First line up Hickory begun about 1899 and Hearts Content area reached about 1910. Last
 line into Bobbs Creek to Mayburg relaid on old Watson Lane Lbr. roadbed about 1920 so as
 to take chemical wood to Mayburg. Torn up 1940. Used H.V.RR locos.

PAPER RAILROADS

Venango RR Inc. 3-30-1853. See Venango Co.

Oil Creek & Ridgway RR Inc. 7-24-1863 See Venango Co.

Tionesta Valley RR Inc. 4-4-1866 See Warren Co.

Warren and Forest RR

Inc. 4-27-1876 Pine Grove Twnp, Warren Co. to southern line of Jenks Twnp, Forest Co., 40 mi.

Tionesta RR

Inc. 5-13-1881 Tionesta, Forest Co. to Sheffield, Warren Co., 35 miles

South Branch and Forest RR
Inc. 7-27-1881 F.F.E.R.R Sheffield Twp, Warren Co. to Howe Twp, Forest Co. at Brookston,
10 miles

Conewango & Clarion RR Inc. 11-22-1881 See Jefferson Co.

Tionesta and Allegheny River RR Inc. 1-26-1882 See Venango Co.

Forest RR
Inc. 4-5-1882 Marienville, Forest Co. to mouth Minister Creek, 10 miles

Clarendon and Tionesta RR
Inc. 4-11-1882 Clarendon, Warren Co. to Tionesta Creek near Minister Creek, 15 miles 3' ga

Tionesta and Forest RR
Inc. 4-13-1882 MOUTH Minister Creek down Tionesta Cr, Forest County to mouth Salmon Creek
to near Marienville, 15 miles. x 3' gauge.

Garfield and Tionesta RR
Inc. 7-10-1882 Garfield, Warren Co. to Tionesta Village, 28 miles

Fradford and Oil City Air Line RR
Inc. 8-23-1882 Newton, Forest Co. to Foxburg, 15 miles

Sheffield and Tionesta RR
Inc. 8-23-1882 near Sheffield on Garfield and Cherry Grove RR, Warren Co. to Foxburg, 15 mi

New Castle and Salamanca RR Inc. 1-6-1883 See Lawrence Co.

Stonemanshonong and Sheffield RR Inc. 4-5-1883 See Cameron Co.

Ridgway and Oil City RR Inc. 5-11-1883 See Elk Co.

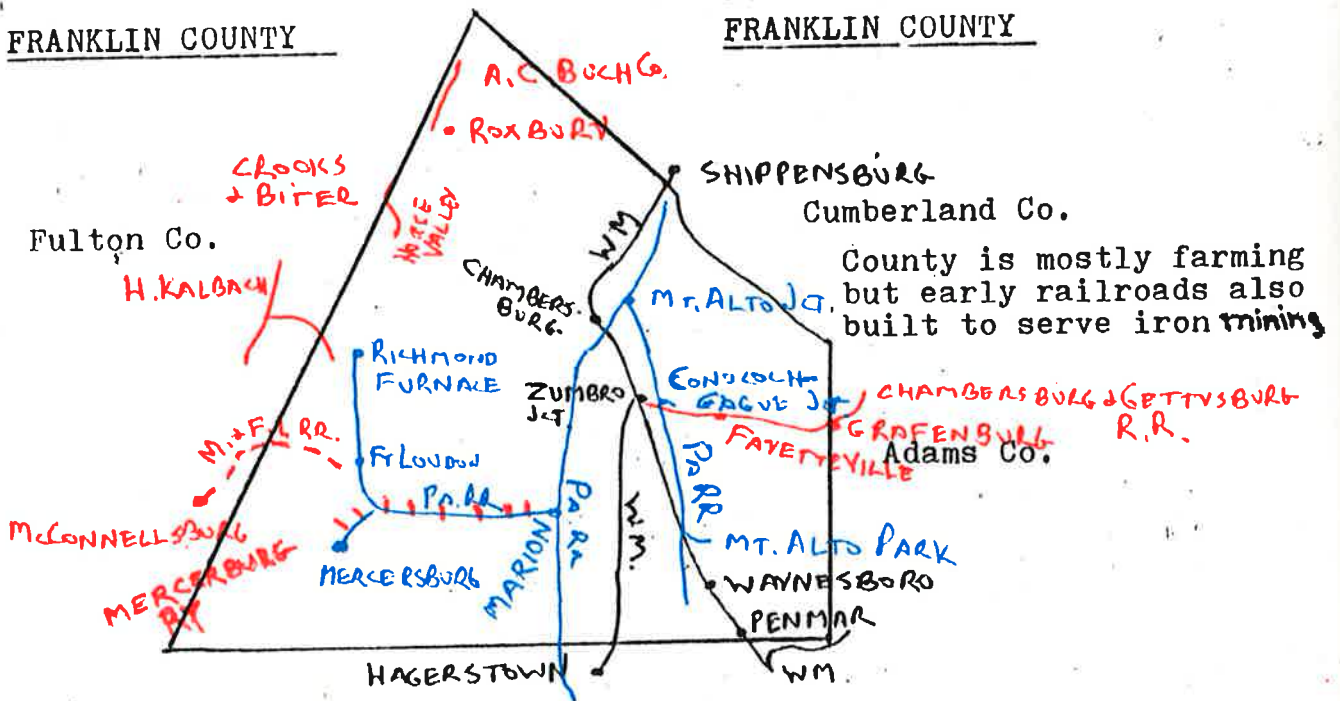
Cherry Grove and Hickory Valley RR
Inc. 11-28-1883 Garfield, Warren Co. to West Hickory, Forest Co., 20 miles.

Forest Central RR
Inc. 2-25-1892 Tionesta to Kellestville, 15 miles; 3' gauge

Reynoldsville, Warren & Buffalo RR Inc. 8-27-1895 See Jefferson Co.

FRANKLIN COUNTY

FRANKLIN COUNTY



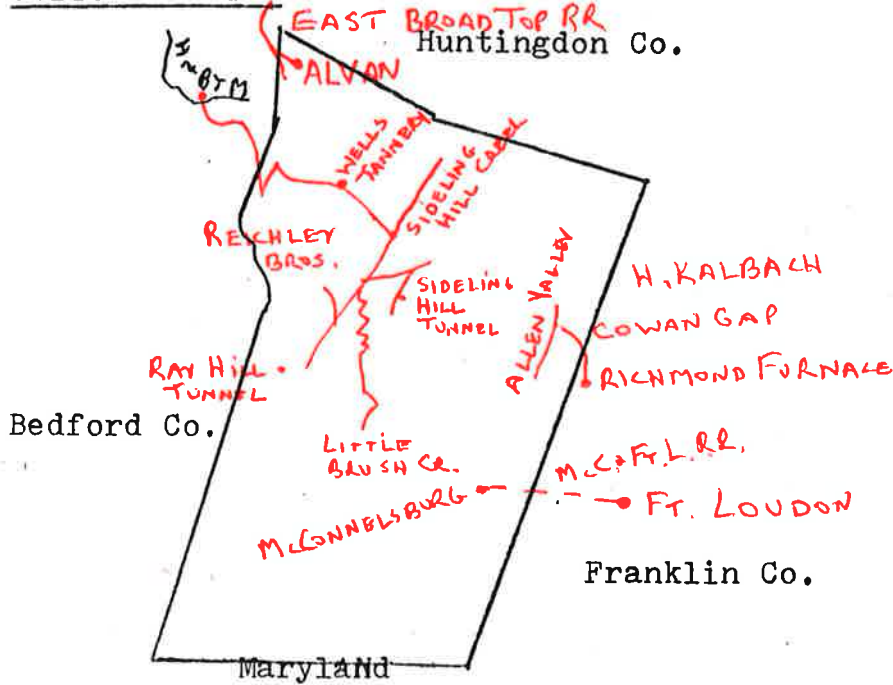
Bitler & Crooks
Not inc. Fole road with homemade vertical boiler loco. operating in Horse Valley.
2 1/2 miles going up Dotham Run. Ran several years. Torn up 1912.

A.C. Buch
Not inc. tram road built 1926 using Milwaukee 4 wheel gasolene loco. About 1 mile
west of Roxbury going up Trout run, 7 miles. Loco. resold to Hagerstown Cement
Products Co. in 1931.

Mercersburg Ry
Formed and took over former Penna. RR branch Mercersburg to Marion 13.5 miles 11-1-1978 which state of Pa. had acq.
Shut down 1-1981 and torn up. Orig. built by South Penna. Iron & RR Co.
#1 1000 hp Alco 5-1945 73359 "Jenny" ex Long Is. RR #445. To Falls Creek RR #62, 1981
#2 1000 hp Alco 1-1049 ex L.I. RR #452 76572. To Falls Cr. RR #62, 1982

- Chambersburg & Gettysburg RR
 Inc. 9-29-1890 and opened 11-1-1891 10 miles from Concocheague Jct. (near Chambersburg) running east to Graefenburg, Adams Co. and then swung north east to Wolf Hill instead of toward Chambersburg. Not sure what served at Wolf Hill. Op. Dis. 6-30-1893 and torn up several years later. Had one loco. Owned by people in New York City and Philadelphia. Corp. dissolved 1898-99. TO HAUL ORE, LATER GANISTER & LUMBER. USED MONT ALTO RR COACH & POSSIBLY THEIR #1 LOCO.
- Harrison Kalbach See Fulton Co.
- McConnellsburg & Fort Loudon RR See Fulton Co.
 Paper Railroads
- Huntingdon & Chambersburg RR
 Inc. 6-16-1832 Huntingdon Boro to Loudon, Franklin Co.
- Chambersburg & Loudon RR
 Inc. 4-1-1836 Chambersburg, Franklin Co. to Loudon
- Chambersburg & Gettysburg RR
 Inc. 5-20-1837 Chambersburg to Wrightsville and Gettysburg RR, York County.
- West Branch Franklin RR
 Inc. 6-24-1839 From some point on Franklin RR in Franklin Co. to Baltimore and Ohio RR on Potomac River.
- Franklin and Bedford RR
 Inc. 5-4-1854 Greencastle, Franklin Co. to Mercersburg and Loudon.
- Chambersburg and Allegheny RR
 Inc. Never listed.
 Suppl. 4-2-1860 time for payment of enrollment tax on act of incorporation extended one year. (location never given)
- Caledonia and South Mountain RR
 Inc. 2-13-1867 Caledonia Iron Works, Franklin Co. to Pine Grove and Papertown to Carlise, Cumberland Co.
 Suppl. 6-17-1870 time to begin construction extended and may build branch to Dillsburg.
- Huntingdon, Fulton & Franklin RR Inc. 4-8-1868 See Huntingdon Co.
- Tuscarora Valley RR Inc. 3-5-1872 See Juniata Co.
- Union Narrow Gauge RR Co. Inc. 3-29-1872. See Bedford Co.
- Waynesboro and Blue Ridge RR
 Inc. 4-3-1872 Waynesboro, Franklin Co. to state line in Washington Twp, Franklin Co.
- Altdale, Quincy and State Line RR
 Inc. 11-6-1876 2 miles from Mount Alto RR, Franklin Co. to Maryland near Antietam Creek.
- Southern Tier RR
 Inc. 6-6-1881 Waynesboro, Franklin Co. to West Elizabeth, Jefferson Co., 208 miles
- Franklin & Clearfield RR
 Inc. 7-5-1881 Chambersburg to Clearfield Creek in Becaria Twp, Clearfield Co., 136 miles
- Seaboard, Pittsburgh and Great Western Ry.
 Inc. 6-27-1881 Green Village, Green Twp, Franklin Co. to Ohio River, N.W. corner of Stowe Twp, Allegh. Co., 210 miles
- Pittsburgh and Atlantic RR Inc. 10-6-1881 See Fayette Co.
- Harrisburg and Western RR Inc. 1-25-1883 See Dauphin Co.
- Harrisburg and South Western RR Inc. 8-9-1883 See Dauphin Co.
- Harrisburg & Bedford RR Inc. 12-1-1890 See Cumberland Co.
- Potomac and Allegheny RR
 Inc. 10-27-1902 Mt. Dallas, Bedford Co. to Maryland in Fulton Co. 30 miles at Franklin Co.
- Franklin County RR
 Inc. 3-6-1906 Shady Grove, Antrim Twp, to state line at Hagerstown and Northern Ry. Electric!
- Antrim RR
 Inc. 7-10-1905 Antrim Twp, Franklin Co. to Maryland state line, 4 miles.
- Chambersburg & Southern RR
 Inc. 7-21-1906 Chambersburg to Greencastle, Franklin Co., 11 miles. Corp. dis. 1907-08
- Path Valley RR See Perry Co.

FULTON COUNTY



No railroads
in county
since 1929-30.

The only county not having had any passenger service. The county is mountainous.

East Broad Top RR See Huntingdon County
Had one mile of track to serve coal mine at Alvan. Branch came down from Robertsdale.

Harrison Kalbach

Not inc. log RR from Richmond Furnace north to Cowans Gap and then into Allen Valley. Built 1902, removed about 1910. 36" gauge running south in valley 4 or 5 miles and north a mile or so. Total 8 miles.

Loco: #4 Shay built 1902 c.n. 791, 15 tons bought new for the operation. Later sold to Kensee Lbr. & Stave Co., Elk Valley, Tenn.

1	Shay	2 tr	1891	341	NOT KNOWN	WHERE USED
2	"	"	1894	467	"	"

McConnellsburg & Fort Loudon RR

Inc. 1914-1915 as an interurban frt. and pass. ry to connect McConnellsburg to Fort Loudon, climbing over the mountain. Grade in 1915 and work halted. Reorg. 6-1916 as a steam RR with same name. Some track laid 1916 and 1917. Then foreclosed and torn up in 1918. Foreclosed 4-12-1918 for \$2248.67. Had 1 locomotive:

#1 Climax 3 Tr. 1916-17 80-90 tons bought new. Disposition unknown.

It was intended to give the county seat a railroad outlet. The graded route follows the highway now running over the Tuscarora Mountain. The 4 promoters swindelled \$125,000 and went to prison.

Reichley Bros.

Not inc. Built 42" gauge logging RR from Huntington & Broad Top Mtn. RR at Sandy Run, Bedford Co. to Wells Tannery where company had saw mill. The RR continued east to Sideling Hill Creek. It also climbed up the mtn. on top of where Pa. Turnpike has its tunnel. Ran S.W. to near where Ray Hill Tunnel of Turnpike is, and also ran into Little Brush Creek. Had about 32 miles of track. Built 1909, and torn up 1927-1929.

#2	Cl. B Climax	1899	18 tons	Bought new and transferred from Milroy, 1909.	Sc.
3	"	1903	373 20 "	" " " " " "	1929?
4	"	1915	1305 25 "	New. Sold to South River Lbr. Co., #5, Cornwall, Va.	

PAPER RAILROADS

Duncannon, Landisburg & Broadtop RR Inc. 5-5-1854 See Bedford Co.

Shermans Valley & Broad Top RR Inc. 5-5-1855 See Bedford Co.

Pennsylvania Pacific Ry. Inc. 3-31-1859 See Bedford Co.

South Pennsylvania RR Inc. 4-1-1863 See Bedford Co.

Duncannon, Bloomfield & Broad Top RR Inc. 4-17-1866 See Bedford Co.

Huntingdon, Fulton, & Franklin RR Inc. 4-8-1868

East Broad Top Coal & Iron Co.

Inc. 5-18-1871 to hold 4000 acres in Fulton Co. and build RR to connect it.

Union Narrow Gauge RR Inc. 3-29-1872 See Bedford Co.

Paper Railroads cont.

Huntingdon, Franklin and Fulton RR
 No record of incorporation. However, listed in Dept. of Internal Affairs Annual Report for 1877. Mifflintown Juniata Co. to Hancock, Md., 82 miles

Fulton and Washington RR
 Inc. 6-6-1881 3' gauge. Cross Creek at Ohio State line, Jefferson Twp, Washington Co. to Maryland in S.E. corner of Thompson Twp, Fulton Co., 203 miles

Southern Tier RR Inc. 6-6-1881 See Franklin Co.

Seaboard, Pittsburgh & Great Western Ry. Inc. 9-27-1881 See Franklin Co.

Pittsburgh & Atlantic RR Inc. 10-6-1881 See Fayette Co.

Harrisburg & Western RR Inc. 1-25-1883 See Dauphin Co.

Harrisburg and Bedford RR Inc. 12-1-1890 See Cumberland Co.

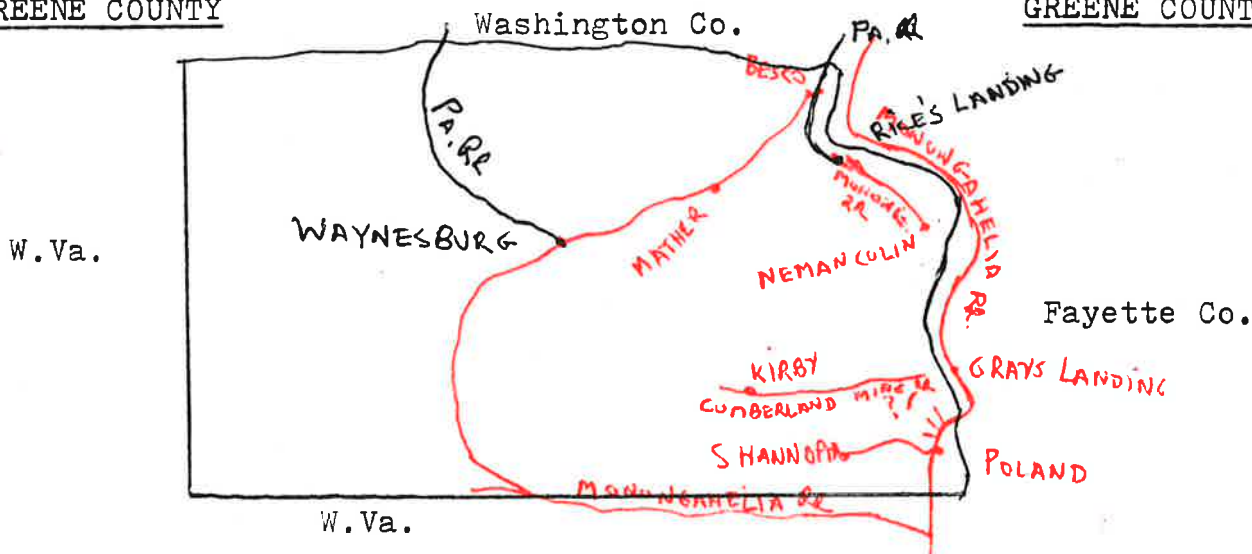
Tuscarora RR
 Inc. 1-18-1898 Blairs Mills, Huntingdon Co. to McConnellsburg, Fulton Co. 31 miles. Track largely graded Blairs Mills to Burnt Cabin but no track laid.

Potomac and Allegheny RR Inc. 10-27-1902 See Bedford Co.

Fulton, Bedford & Somerset RR: see Bedford Co.

GREENE COUNTY

GREENE COUNTY



Greene County has coal mining, and the new railroad from Waynesburg south built in 1968 is the most recent new main line railroad building in Penna.

Cumberland Mine RR
 Inc. by United States Steel Co. and built from opposite Grays Landing west along Whitely Creek to 1/2 miles beyond Kirby, 12-13 miles. Built . Serves coal mines of U.S. Steele and delivers coal to barges at Monongahelia River.

PAPER RAILROADS

Beallsville & Waynesburg RR
 Inc. 4-14-1853 Waynesburg, Greene Co. to Beallsville, Washington Co. to Hempfield RR west of Monongahelia city

Waynesburg and Monongahelia River RR
 Inc. 5-3-1864 Waynesburg via South Branch of Ten Mile Creek and Monongahelia River to Brownsville, Fayette Co.

Uniontown and Dunkard RR Inc. 3-23-1865 See Fayette Co.

Greene County RR
 Inc. 3-24-1865 mouth of Dunkard Creek on Monongahela River to western line of Greene Co.

Pittsburgh, Monongahelia & Wheeling RR
 Inc. 2-26-1895 See Allegheny Co.

Cheat River RR Inc. 1-28-1896 See Fayette Co.

Pittsburgh, Connellsville & Wheeling RR
 Inc. 11-20-1896 Millsboro, Wash. Co. to Clarksville, Greene Co. to Waynesburg, 15 miles. Reorg. 10-15-1901 as Wheeling, Waynesburg & Eastern RR.
Uniontown, Waynesburg and West Virginia RR Inc. 12-23-1897 See Fayette Co.

Monongahela & Western RR
Inc. 8-2-1899 Millsboro, Wash. Co. to Clarksville, Greene Co., 4 miles.

Washington & Greene RR
Inc. 8-2-1899 1 mile above Ten Mile Cr. north to Monong. River to Clarksville, 4 miles.

Wheeling, Waynesburg & Eastern RR
Inc. 10-15-1901 as merger of Pittsburgh, Connellsville & Wheeling RR (of Panna and W.Va.)
Foreclosed 10-24-1916 and reorg. with same name 2-8-1917.

Greene County RR
Inc. 5-14-1902 Washington to Waynesburg, 25 miles

Cheat River and Pittsburgh RR Inc. 7-9-1902 See Fayette Co.

Cheat River and Wheeling RR
Inc. 7-9-1902 Cheat River opp. mouth of Cheat River to state line, 3 1/2 miles

Lechons & Little Whitely RR Inc. 1-25-1905 See Fayette Co.

Connellsville, Uniontown and Wheeling RR Inc. 11-4-1905 See Fayette Co.

Uniontown and Wheeling Short Line RR. Inc 9-27-1906. See Fayette Co.

Monongahela and Ohio RR
Inc. 7-16-1912 Pa. state line, Blacksville, to Crow Creek crosses W. Va. line, 30 miles

Wheeling and Eastern RR
Inc. 8-14-1916 Majorsville, Greene Co. to McCann's Ferry, 40 miles

Pittsburgh & Taylortown RR
Inc. 11-24-1920 mouth Dunkard Creek on Monongahela River, Greene Co. to Taylortown, 4.8 miles.

HUNTINGDON COUNTY

HUNTINGDON COUNTY

Pebeheimer, Daniel
Acquired the logging railroad of Reichley Bros. from near Milroy, Mifflin County along Standing Stone Creek and up to Detweiler, about 12 miles, 42" gauge. Extended RR over into Croyle Run. Acquired operation in 1902. Torn up about 1908
Not known if had one or two engines.
#2 2 Tr. Shay built 1880s with a #2 on front number plate, 2nd hand.

Caprio & Grisco Lbr. Co. See Juniata and Southern RR

Diamond Valley RR
Not Incorporated. Built by David Gring 1885 from Barree north east 12 miles to Neff's Mills (Globe Run), 36" gauge. Torn up 1890. A lumber railroad.
#1 0-6-0 Baldwin 7-72 2879 Sold to Newport & Shermans Valley RR #1, 1890. Ex Bell's Co. #1, acq. 1894
2 4-4-0 Brooks 1880 486 ex Krndall & Eldred RR #13 Sold to N.&S.V.RR #2, 1890

East Froad Top RR & Coal Co.
Inc. 4-16-1856 to hold 2000 acres in Todd Twnp, Huntingdon Co., Wells Twnp, Fulton Co; and Froad Top Twnp, Bedford Co. and build a railroad to Mapleton or Mount Union, 25 miles.
Company bought by Rockhill Iron and Coal Co. in 1872?
Construction begun 1872 and railroad opened from Mt. Union to Robertsdale, 30 miles, in 1874. 36" gauge

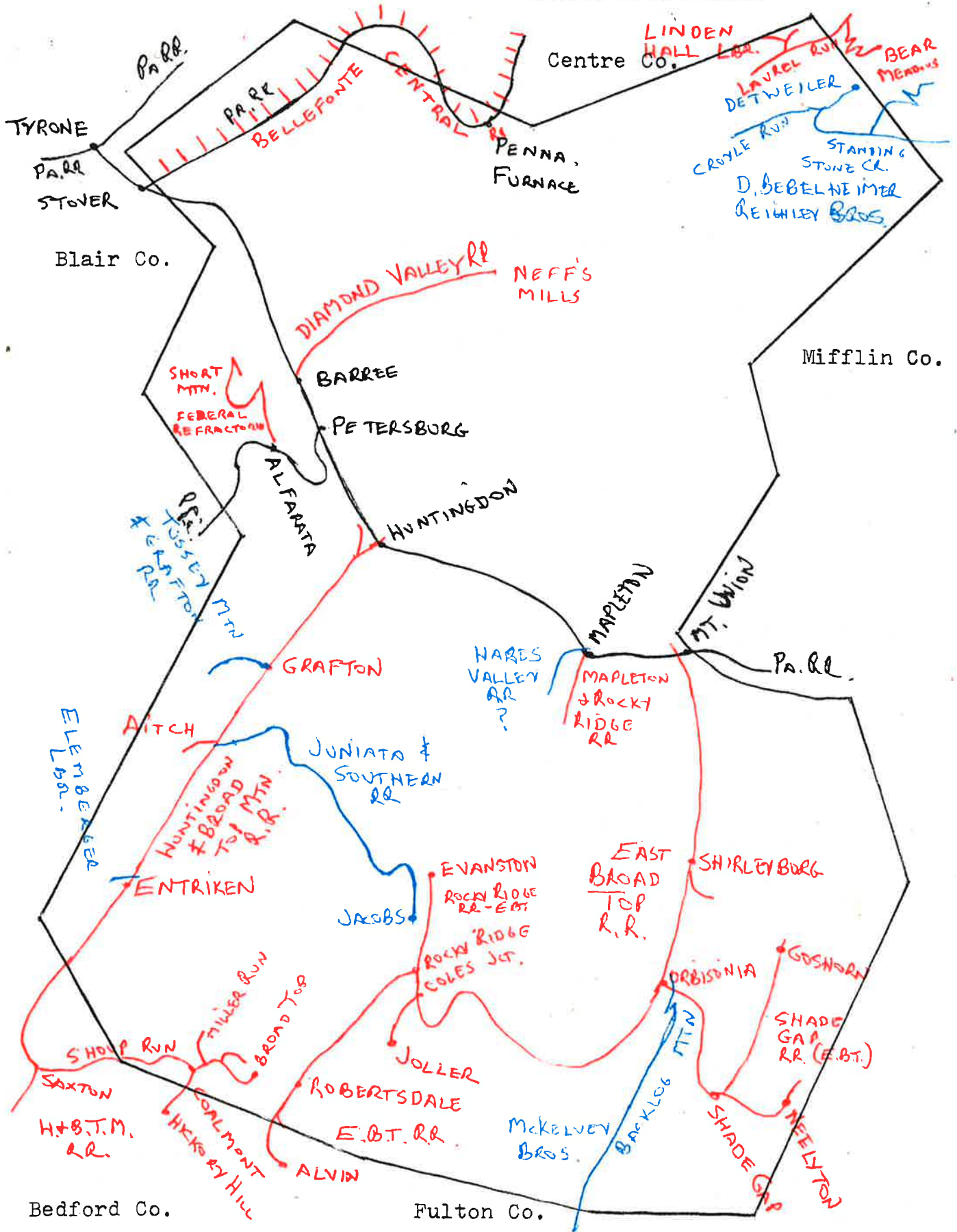
Leased Shade Gap RR 1885, Rockhill to Goshorn and later spur to Neelyton, approx. 10 mile
Leased Rocky Ridge RR 1907 from Rocky Ridge to Jacobs and north a little ways.
Built Shade Gap to Neelyton about 1901
Built Robertsdale to Alvin, Fulton Co. 2 1/2 miles in 18xx.
Railroad closed April 1956 when coal mines closed.
Abandoned Shade Gap to Neelytown 1943. Abandoned 11-3-1942.
Abandoned Coles Valley Br.. 1955, 2 miles to Joller.

I.C.C. authorized aband. 2-21-1940 Rocky Ridge Br., Rocky Ridge to Ewanston, 4.9 miles and Neelyton to Stanton Quarry, 1.5 miles. Op. dis. 1928 to quarry and 1937 for Rocky Ridge branch when coal mine closed.
I.C.C. auth. aband. 1-9-1948 Blacklog to end of branch at Shade Gap, 4.6 miles; 12-8-1954 2 1/2 miles Coles Jct. to Joller; All remaining track auth. aband. 2-16-1956.

Locos: Used std. gauge switchers at Mount Union at coal cleaning plant.

- | | | | |
|---|------------------|---------------------------|---|
| 1 | "Edward Roberts" | 2-6-0 Baldwin 1873 3167 | Disposition unknown or else totally rebuilt with new and larger boiler, new tender, new everything except cab. Sold 1907 to Tuscarora Valley RR #2, Company records said it was rebuilt, but hard to believe looking at pictures. |
| 2 | "R. D. Wood" | 2-6-0 Baldwin 1873 3251 | New Sold to Valley River RR #1. Baldwin records say also owned by Millwood Coal & Coke Co. and Cairo & Kanawha RR. |
| 2 | | 0-4-OT Dickson 1903 28647 | ex H.S.Kerbaugh Co., Rockhill Furnace Co. #2, acq. 7-1916. So. 1935-38. |
| 3 | "Rockhill" | 2-8-0 Baldwin 1873 3475 | ex D&RG #13. Sold to Tuscarora Val RR #3, 1911 |
| 4 | "Cromwell" | " " 1874 3578 | So. prior 1901 |
| 4 | "Cromwell" | 4-6-0 " 1901 19849 | So. 1934 or maybe earlier |
| 5 | "Shirley" | 2-8-0 " 1874 3612 | Disposed by 1896 |
| 5 | "Rockhill" | 2-6-0 " 1896 14685 | Out of service 1919, but not sold to SI&E until 1943. |
| 6 | | 0-6-OT " 1875 3733 | Sold to C.A.Sims & Co. 1907 or earlier |
| 7 | "Aughwick" | 2-8-0 " 1881 5677 | Sold 1913 Ohio River & Western Ry #14, 1913 |
| 8 | "Tuscarora" | " " 1887 8919 | Sold Oak Grove & Georgetown RR #8, 1913 |
| 9 | | 2-6-0 " 1889 9836 | ex Coeur D'Alene Ry #Nav.#4, acq. 1892. So to Males Co. 12-1915. Later to Cuba. |

not delivered to D&RG



Bedford Co.

Fulton Co.

Blair Co.

Centre Co.

Mifflin Co.

TYRONE

PA RR
STOVER

PA RR

BELLEFONTE
CENTRAL

PENNA.
FURNACE

LINDEN
HALL LAB. Y

LAUREL RIVER
DETWELLER

BEAR
MEADOWS

CRYLE RIVER
STANDING
STONE CL.
D. BEBELHEIMER
REIMLEY BROS.

DIAMOND VALLEY RR

NEFF'S
MILLS

BARREE

PETERSBURG

ALFARATA

HUNTINGDON

SHORT
MTN.
FEDERAL
REFRACTORY

PA RR
TUSSEY MTN
& GRAFTON
RR

GRAFTON

HARES
VALLEY
RR

MAPLETON
& ROCKY
RIDGE
RR

MT. UNION

PA RR

AITCH

JUNIATA &
SOUTHERN
RR

HUNTINGDON
& BROAD
TOP
R.R.

ENTRIKEN

JACOBS

EVANSTON
ROCKY RIDGE
RR - EAST
ROCK RIDGE
COLES JCT.

EAST
BROAD
TOP
R.R.

SHIRLEYBURG

SHOUP RUN
SAXTON
H & B.T.M.
RR

MILLER RUN
BROAD TOP
COALMONT
HICKORY HILL

JOLLER
ROBERTSDALE
E.B.T. RR

ALVIN

McKELVEY
BROS.

ORBISANIA
BACKLOG MTN

GOSHORN
SHADE GAP
RR (E.B.T.)
MEELYTON
SHADE GAP

Bedford Co.

Fulton Co.

Blair Co.

Centre Co.

Mifflin Co.

TYRONE

PA RR
STOVER

PA RR

BELLEFONTE
CENTRAL

PENNA.
FURNACE

LINDEN
HALL LAB. Y

LAUREL RIVER
DETWELLER

BEAR
MEADOWS

CRYLE RIVER
STANDING
STONE CL.
D. BEBELHEIMER
REIMLEY BROS.

DIAMOND VALLEY RR

NEFF'S
MILLS

BARREE

PETERSBURG

ALFARATA

HUNTINGDON

SHORT
MTN.
FEDERAL
REFRACTORY

PA RR
TUSSEY MTN
& GRAFTON
RR

GRAFTON

HARES
VALLEY
RR

MAPLETON
& ROCKY
RIDGE
RR

MT. UNION

PA RR

AITCH

JUNIATA &
SOUTHERN
RR

HUNTINGDON
& BROAD
TOP
R.R.

ENTRIKEN

JACOBS

EVANSTON
ROCKY RIDGE
RR - EAST
ROCK RIDGE
COLES JCT.

EAST
BROAD
TOP
R.R.

SHIRLEYBURG

SHOUP RUN
SAXTON
H & B.T.M.
RR

MILLER RUN
BROAD TOP
COALMONT
HICKORY HILL

JOLLER
ROBERTSDALE
E.B.T. RR

ALVIN

McKELVEY
BROS.

ORBISANIA
BACKLOG MTN

GOSHORN
SHADE GAP
RR (E.B.T.)
MEELYTON
SHADE GAP

142. HUNTINGDON COUNTY
East Broad Top RR cont.

10	4-6-0	Baldwin	1906	29172	Sold Ohio River & Western RR #15, 12-1913.
11	2-6-2	"	1908	32664	Sc. 1943
12	2-8-2	"	1911	37325	
13	not used				
14	2-8-2	Baldwin	1912	38625	
15	"	"	1914	41196	
16	"	"	1916	43562	
17	"	"	1918	48075	
18	"	"	1920	53541	

Standard gauge locomotives:
 2 0-6-0 Baldwin 1883 6564 ex Hibernia Mine RR #4, acq. 1890. Sc. 1914. May orig have been #9 on EBT
 3 " McKees Rocks 1899 ex Pitts, McKeesport & Yough. (P&LE) #112, 212, NYC 9103, acq. 1911. Sold 1922 to Harleigh-Brookwood Coal Co.
 3 " Baldwin 1923 56325 new
 6 " " 1907 30046 new
 6 " Altoona 1889 1448 ex Pa. RR #414, B-3, acq. ? Sc. 1934. (No EBT RR company record, and number conflicts with #6 bought in 1907.)

Rocky Ridge RR

Inc. 4-18-1907 Rocky Ridge to Jacobs and Evanston, about 6 miles. Inc. by EBT RR built 1907 and leased to EBT. Abandoned 1943. Served coal mine

Shade Gap RR

Inc. 2-23-1884 Rockhill Furnace to Burnt Cabin, Fulton Co., 36" gauge. Built 1885 Rockhill to Shade Gap and north to Goshorn, 9.5 miles to Stair Mine. Leased to EBT 1885. Aband. Shade Gap to Goshorn about 1900, 5 miles. EBT built off it at Shade Gap to Neelytown about 1901. Aband. Shade Gap to Neelytown 1943

Elmberger Lbr. Co.

Had a narrow gauge log railroad from Entriiken along the mountain to the west several miles in the early 1920s

FEDERAL REFRACTORIES. SEE PAGE 144.

Hares Valley RR

Inc. 12-16-1902 Mapleton to Saltillo, 12 miles. May have built 1 1/2 miles at Mapleton along Hares Valley Creek about 1/4 mile west of the Mapleton and Rocky Ridge RR. This line became a siding of the Penna. RR serving some industry. Hares Valley RR foreclosed 1906-07 and corp. dissolved 1913. Track remained.

Huntingdon and Broad Top Mountain R.R. and Coal Co.

Inc. 5-6-1852 Huntingdon to coal mines they owned in Huntingdon, Fulton, and Bedford Counties.

Suppl. 4-20-1853 May extend to Bedford

Suppl. 2-6-1857 extending branches currently on Six Mile Run and Sandy Run in Bedford County.

Built - Huntingdon to Mt. Dallas, 4.5 miles, opened prior 1863 Shoups Run Branch 9.2 mile 1857 and Six Mile Run Branch 4.5 miles built 7-1856. Had built Huntingdon to Hopewell 31 miles 1853-56, completed 1856, July 3. Sandy Run Br. 7-1856

Bedford RR merged into H&BTM 6-18-1864, Hopewell to Mt. Dallas. Abandoned Huntingdon to Tatesville 3-31-1954 after coal mines closed. Sold Tatesville to Mt. Dallas, 4.5 miles, to Everett RR in 1954

(I.C.C. had auth. full aband, 44 miles and 10.6 miles branches in late 1952/early 1953. ICC auth. aband 5-7-1952 7 branches, 12.9 miles; 12-9-1953 all main line.

Locomotives: Prior to 1869 locomotives were not numbered, and it is not known what numbers these engines carried when they were numbered. Of the 21 engines purchased prior to 1868, 4 were disposed by 1867 for which information is known and 4 others also were gone as the railroad had 13 engines in Nov. 1, 1868

Bedford		R. Norris & Son.	11-1855		
Broad Top		"	3-1856	739	
Meteor		Brandt (Lanc)	"		
Hiawatha	0-8-0	Baldwin	5-1856	694	Switchback loco., rebuilt 1862
S. Morris Waln	"	R. Norris & Son	1857		Sold to Hanover Branch RR 3-1858. Possibly 4-4-0
Highlander	"	Baldwin	5-1858	815	
Constitution	"	"	"	816	
Baltimore	"	Winans			
Co. Paxton	"	"			
Louisiana	"	Winana			
Perry	"	Baldwin	11-1848	334	Built as Pa. RR "Perry"; sold to Phila. & Rdg. 11-1849, acq. by H&BTM 11-1861. Sc. 12-1867
Connecticut	"	"			
Pennsylvania	"	Baldwin	3-1862	1046	
Paltic	"	"	8-1849	366	Built for Mine Hill & Schuylkill Haven RR #10; sold to Phila & Rdg 1850 and named Paltic. H&BTM acq. 3-1862 Sc. 12-1867

acq. 3-1862 Sc. 12-1867

Huntingdon & Broad Top Mountain RR cont.

Dauphin	"	"	11-1848	333	Built for Pa.RR "Dauphin"; sold to Phila & Rdg, 11-1849. H&BTM acq. 3-1863. Sc 12-1867
Oneida	"	Winans	3-1863		
Tuscarora	"	"	"		Blew up 9-11-1868
Delaware	"	R.Norris&Son	8-1863		
Robt. Morris	"	Baldwin	4-1862	1053	
Huntingdon	"	Norris(Lanc.)	11-1864		
Juniata	"	R.Norris&Son	2-1865		
James Long	4-6-0	Baldwin	7-1869	1928	Sold to Pa.RR 10-1869, #472.
5 second hand locos. were bought but engine numbers not known:					
	0-8-0	Baldwin	11-1857	794	ex Pa.RR #129, acq. 1869
	"	"	"	793	" 128, acq. 1870
	4-4-0	R.Norris	10-1853	648	" 68, acq. 2-1870
	0-8-0	Baldwin	10-1863	1176	ex P&R #128, Mine Hill #31, Schuylkill Haven & Lehigh River "Panther" originally
	"	"	"	1178	" 129, Mine Hill #32, S&LR "Tiger"
1					Ren. from #7. Out of service 1878-80, rbt. 1881
2	2-8-0	Baldwin	1889	10039	Ren. to 15
5					Ren. from #20
7					Ren. from 19
7	4-4-0				
7	2-8-0				Ren. from #20. Sold to H.S. Kerbaugh 1910
8	4-4-0				
8	2-8-0				Ren. from 19. Sold to H.S. Kerbaugh 1910
8	"				Ren. from 18.
9	2-8-0				" " 21, 1887
9	4-6-0	Baldwin			(one record says sold to Kerbaugh with #8, but not #7)
10	2-8-0				Ren. from 22, Sold to Winfield RR #101
11	"				" " 21, Sold to Juniata Southern RR
12	4-6-0				"James Long" (see named engines above. Number not sure)
12	"				Ren. from 22
13	2-8-0				Ren. from 21 or 15
14	4-6-0	Baldwin	10-69	1999	named "James Long"
14	2-8-0				Ren. from 22 or 16
15	"				" " 12
15	"	Baldwin	10-88	9542	Ren. #13?
16	4-4-0	"	2-72	2700	
"	2-8-0	"	10-88	9543	ren. #12 by 1890 or #14
"	"	"	2-90	10947	blew up 1901
17	4-4-0	"	3-72	2721	
"	2-8-0	"	2-90	10661	
18	4-6-0	"	7-72	2876	
"	2-8-0	"	12-90	11412	ren #8?
"	4-6-0	"	8-72	2888	sold to Bloomsburg & Sullivan RR #3
"	"	"	5-86	7945	ren. 8
"	2-8-0	"	1-91	11525	ren 5
20	4-6-0	"	11-72	3011	ren. 7
"	"	"	5-86	7942	
"	2-8-0	"	2-91	11637	
21	4-6-0	"	11-72	3016	sold West Virginia Improvement C
"	2-8-0	"	4-87	8514	Ren. #9, 1887
"	4-6-0	"	12-87	8941	Ren. #13 or 11
"	4-4-0	"	5-91	11891	
22	4-6-0	"	12-72	3044	
"	"	"	4-87	8519	Sold Winfield RR #101 ren. 10
"	"	"	3-88	9152	Ren. 14 or 12
"	2-8-0	"	1-93	13177	
23	4-6-0	"	12-72	3047	
"	2-8-0	"	1-93	13183	
24	4-4-0	"	3-73	3175	
"	"	"	8-93	13627	
25	"	"	3-73	3177	Sold Cuba
"	"	"	8-93	13628	
26	4-6-0	"	4-73	3221	
"	2-8-0	"	2-95	14230	
27	4-6-0	"	4-73	3227	
"	"	"	7-00	17925	
28	"	"	11-73	3492	Sold to Monongahelia River RR #7
"	2-8-0	"	7-02	20694	
29	4-6-0	"	11-73	3493	
"	2-8-0	"	8-03	22713	
30	4-4-0	Baldwin	11-07	32305	Sc. 1949
31	2-8-0	"	5-10	34691	Sc. 1954
32	"	"	"	34692	"
33	"	"	4-21	54696	"
34	"	"	"	54697	"
35	4-6-0	"	10-21	55031	Sold Susq. & New York RR #119, 1934
36	"	"	9-21	55032	Sold Canada and Gulf Terminal RR
37	2-8-0	"	4-27	59945	Sc. 1954
38	"	"	"	59946	Sold Stanley Gorman, 1954
39	gas electric car by Brill. Later motor was removed and used as a combine at end of mixed train.				
40	2-8-0	Baldwin	1895	14990	ex Western Maryland Ry #351, acq. 1947. Sc. 1954

144. HUNTINGDON COUNTY

Huntingdon & Broad Top Mountain RR cont.

Bedford RR
Inc. 3-18-1858 to build Bedford to any railroad leading toward Philadelphia or Pittsburgh.
Built Hopewell to Mt. Dallas, 13 miles, July 1863 with Penna. RR support
Sold to and merged into H&BTM RR 8-18-1864. No locomotives.

Federal Refractories Co.

Built c. 1900 or earlier narrow gauge (24" - 30" probably) from their glass plant at Alfarata north up Short Mountain 3 miles to get silica sand. Shut down during 1930s and torn up during World War II.
Locos: Vertical boiler Climax, probably 2nd hand. Wrecked & sc. 1905-09.
2 Porter 0-4-0T, one about 7 and other 12 tons. New. Sc. WWII.

Juniata and Southern RR

Built in 1910 by Caprio and Greico, lumber people, as a logging RR, Marklesburg (Aitch) to Paradise Furnace, 8 miles.
Inc. 5-1-1913 and extended Paradise Furnace to Jacobs for coal mine, 7 miles.
Aband. 1917.
#1 2-8-0 Baldwin 12-82 6490 Originally Pa. #600, class N-1, bought from Williams & Foresman Lbr. Co. (Hyner Run RR), Clinton Co.
#11 " " ex H.&B.T.M. #11, acq. 7-1911.

Mapleton and Rocky Ridge RR

Inc. 6-23-1891 and built Mapleton to sand works of Philips Glass Co., 1 mile.
Operated by Penna. RR as a long siding owned by the glass company.
Glass company had a n.g. RR on top of the mountain to head of plane and from foot of plane to plant.
Corp. dissolved 1894-95.

McKelvey Bros. Lbr.

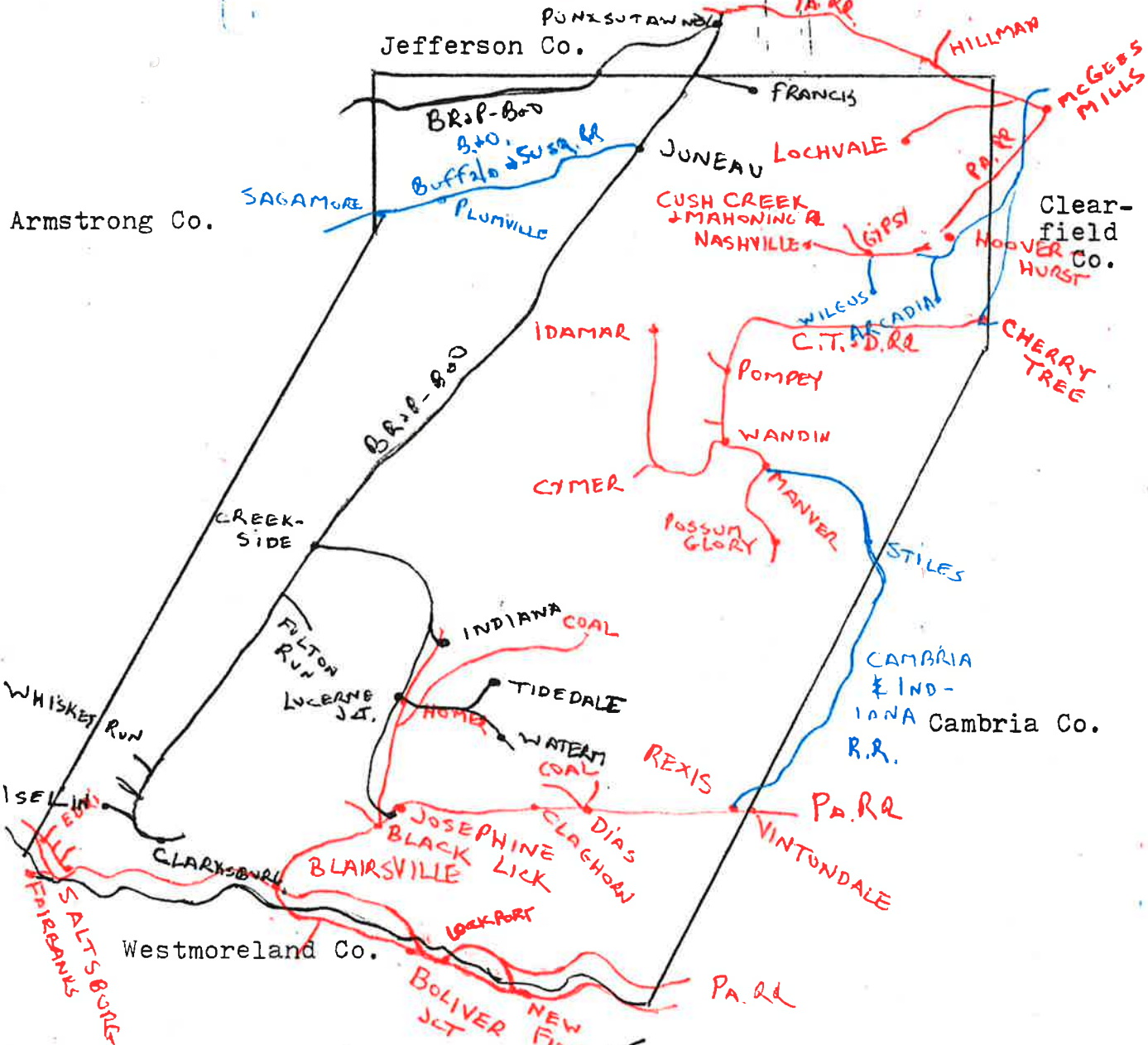
Built Orbisonia, 36" gauge, along Blacklog Mtn. to near Fort Littleton, Fulton Co. and Plum Run, 21 miles, about 1922 built and 1928 abandoned.
#2 2 Tr. Shay 1920 3138 35 tons transferred from Canoe Creek, Blair Co. operation. Transferred to Henry, W.Va.
3 " " 1922 3193 45 " New Sold to Standard Fruit & Steamship Co.
POWELTON COAL & IRON CO. See Bedford County
Reichley Bros. See Mifflin Co.

Tussey Mountain & Grafton RR

Built mid 1890s from Grafton west onto the mountain to reach ore bed for furnace. Not incorporated. Had a small dinky engine. Ran only a few years.

PAPER RAILROADS

Philipsburg & Juniata RR Inc. 3-16-1830 See Clearfield Co.
Huntingdon & Chambersburg RR Inc. 6-16-1832 See Franklin Co.
Huntingdon & Hollidaysburg RR Inc. 7-2-1839 See Blair Co.
Hollidaysburg & Bennington RR & Mining Co.
Inc. 4-5-1844 Bennington coal mines at Sugar Gap, Allegheny Twp to Hollidaysburg OR Allegheny Portage RR
Drakes Ferry and Broad Top RR Inc. 3-24-1848 See Bedford Co.
Huntingdon & Broad Top RR
Inc. prior 1850 (never listed in Acts. Suppl. 3-11-1850 mining priveleges only for 20 yrs.
Keystone RR & Canal Co. Inc. 4-27-1854 See Chester Co.
Shermans Valley & Broad Top RR Inc. 5-5-1855 See Bedford Co.
Hopewell Coal & Iron Co. Inc. 5-7-1855 See Bedford Co.
Donegal Iron Co. Inc. 4-14-1857 See Bedford Co.
Pennsylvania Pacific Ry. Inc. 3-31-1859 See Bedford Co.
Powelton Coal & Iron Co. Inc. 5-1-1861 See Bedford Co.
South Pennsylvania RR Inc. 4-1-1863 See Bedford Co.
Duncannon, Bloomfield & Broad Top RR Inc. 4-17-1866 See Bedford Co.
Stone Creek RR
Inc. 4-4-1868 Huntingdon to McAleey's Fort
Huntingdon, Fulton & Franklin RR
Inc. 4-8-1868 Mt. Union to Cumberland Valley RR and branch to East Broad Top RR.
Tuscarora Valley RR Inc. 3-5-1872 See Juniata Co.
Rockhill Iron & Coal Co.
Inc. 3-21-1872. May construct RR from ore beds and quarries to furnaces and a RR not over 3 miles from furnace to existing RR. This company owned East Broad Top RR. Do not know if built.
Huntingdon, Franklin & Fulton RR Inc. pr. 1877. See Fulton Co.
Franklin & Clearfield RR Inc. 7-5-1881 See Franklin Co.
Susquehanna, Pittsburg & Western Ry. Inc. 7-25-1881 See Allegheny Co.
Seaboard, Pittsburgh & Great Western Ry. Inc. 9-27-1881 See Franklin Co.
Harrisburg & Western RR Inc. 1-25-1883 See Dauphin Co.
Delaware Water Gap and South Western RR Inc. 11-6-1883 See Bedford Co.
Harrisburg & Bedford RR Inc. 12-1-1890 See Cumberland Co.
Tuscarora RR Inc. 1-18-1898 See Fulton Co.



BLAIRSVILLE & INDIANA RR: SEE ADDENDUMS
PENN VIEW MOUNTAIN RR: "

Cherry Tree & Dixonville RR
 Has no equipment and is 50-50 owned by NYC and Pa. RR. See NYC for details.

Cambria and Indiana RR See Cambria Co.

Cush Creek & Mahoning RR
 Not. inc. Logging RR owned by N. L. Hoover. Built 1898 Hooverhurst west thru Gypsey and N.W..5 miles. Later extended to Nashville, total 9 miles. Sold 1902 to Penna. Coal & Coke Co. and inc. as Hooverhurst and Southwestern RR. (See NYC) #1 2 Tr. Shay 1899 574 NW #2 0-4-2 Porter 1907 New (according to Porter records sold to N.L. Hoover at Hooverhurst although the RR had been sold and his saw mill closed about 1905.)

PAPER RAILROADS

Mahoning and Susquehanna RR
 Inc. 4-19-1854 Indiana Boro to Punxsutawney to Sunbury & Erie RR in Elk/McKean Cos. Suppl. 4-1869 may build from Punxsutawney to any RR in adjacent county.

Homer, Cherry Tree & Susquehanna RR
 Inc. 3-24-1868 Homer, Indiana Co. to Cherry Tree to Clearfield.

Fulton & Washington RR Inc. 6-6-1881 See Fulton Co.

Seaboard, Pittsburgh & Great Western Ry. Inc. 9-27-1881 See Franklin Co.

Susquehanna & Allegheny RR Inc. 2-27-1883 See Jefferson Co.

Central Pennsylvania RR Inc. 6-19-1883 See Jefferson Co.

146. INDIANA COUNTY Paper Railroads cont.

Eastern & Western Air Line Ry. Inc. 8-14-1884 See Jefferson Co.
Pittsburgh & "ortheastern RR Inc. 4-27-1885 See Allegheny Co.
Clearfield and Allegheny RR Inc. 7-8-1887 See Clearfield Co.
Pittsburgh, Beech Creek & Eastern RR Inc. 5-21-1889 See Clinton Co.
Pittsburgh, Beech Creek & New York RR Inc. 10-24-1889 See Clinton Co.
Homer and Susquehanna RR
 Inc. 5-24-1890 Homer to Cherry Tree, 20 miles
Saltzburg & West Lebanon RR
 Inc. 8-1-1891 Saltzburg to West Lebanon, 12 miles
DuBois' Southwestern RR Inc. 9-1-1903 See Armstrong Co.
Pittsburgh, Indiana & Eastern RR
 Inc. 2-14-1905 Conemaugh River bridge, Conemaugh Twno of Pa. RR to BR&P RR at
 Clarksburg, 18 miles
Brush Valley RR
 Inc. 11-18-1903 from Ebensburg & Black Lick RR near Blacklick Cr down creek to
 to Brush Creek, 5 miles.
Indiana, Clearfield & Eastern RR Inc. 4-27-1905 See Clearfield Co.
Avonmore & Northern Ry. Inc. 5-4-1905 See Westmoreland Co.
Conemaugh & Black Lick RR
 Inc. 4-16-1906 BR&P ay Josephine to mouth Toms Run, 5 miles at Penna. RR. Corp.
 dissolved 1906
Pittsburgh & Clearfield RR Inc. 12-20-1906 See Allegheny Co.

JEFFERSON COUNTY

JEFFERSON COUNTY

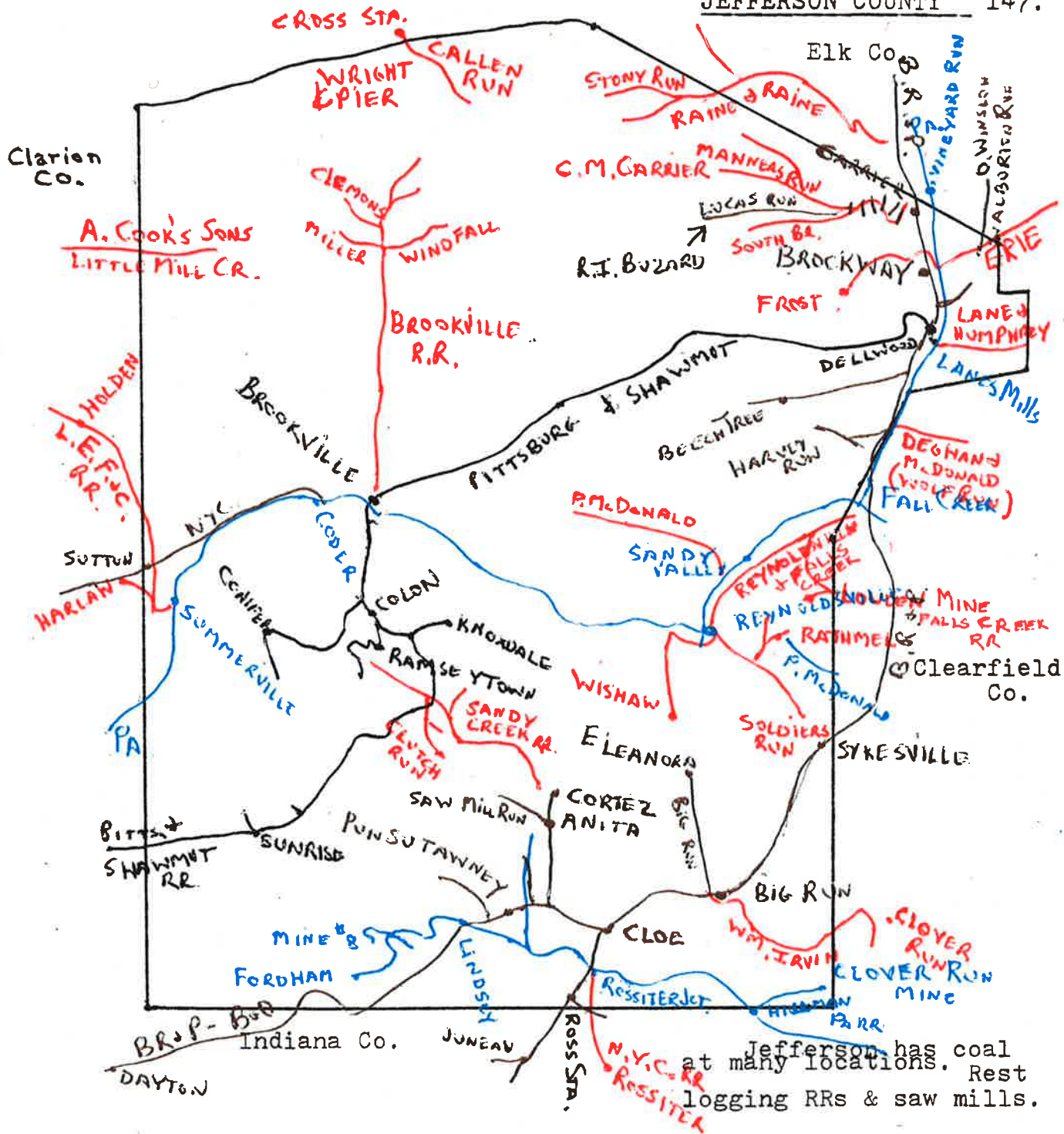
Brook RR (not mapped)
 Inc. 4-27-1903 Brookwayville (Brookway) to Furman Crossing 1 1/4 miles, std. g.
 Built 1903 to serve a coal mine at Furman Crossing. Ran off Erie RR
 Leased to Erie RR in late 1908 or early 1909
 Abandoned 1910
 Locomotives:
 ? 4-4-0 Baldwin 1872 2977 ex C.N.J. #133, acq. April 1903
 ? 0-4-4 " 1879 4540 - N.Y. Elev. RR #99, . 5-5-23
Brookville & Mahoning RR
 Inc. 7-21-03
 Built April 1907 Brookville to Colon, 5 mi
 Jan. 1908 Brookville to Brookway, 21 miles
 May 1908 Conifer Br. to Conifer, 4 miles
 Leased to Pittsburgh, Shawmut & Northern RR 2-1-1908 Tait to Knoxdale (coal mine) built 1908
 Name changed 8-28-1909 to Pittsburgh & Shawmut RR to avoid confusion with Boston & Maine

Pittsburgh & Shawmut RR
 Inc. 8-28-1909 to take over Brookville & Mahoning RR, Brookville to Colon, 26 miles and
 Conifer Br. Taken over 1-3-1910
 Built: Dec. 1911 Colon to Mahoning
 Jan. 1912 Widnoon Br., 3 miles
 Oct. 1913 bridge Mahoning to Reesedale
 Dec. 1913 Reesedale to opposite Kittanning. & West Mosgrove to BR&P
 Jan. 1917 Kittanning to Freeport
 Aug. 1918 connection with Pa. RR at Freeport
 Lease to Pitts, Shawmut & Northern dissolved 1916
 Operates Brookway to Freeport, 88 miles

Op. dis. Tait to Knoxdale, 1.3
 miles in 1931 and I.C.C.
 auth. aband. 9-9-1933.

101	2-6-0	Schen.	1892	3895	ex NYC #750, #1653	
102	"	"	"	3911	" 766 1669	
103	"	"	1893	4130	" 1687	
104	4-4-2	Brooks	1920	61954	New. Sc. Nov. 1938	
105	"	"	"	61955	" "	
200	2-8-2	Baldwin	1911	36821	" (lettered Allegany River Mining Co.).	Sc. 1950
201	"	"	"	36822	" "	" 1938
202	"	"	1913	40589	" Sc. 1951	
203	"	"	"	40590	" 1948	
204	"	"	"	40591	" 1952	
205	"	"	"	40592	" 1938	
206	"	"	"	40612	" 1952	
207	"	"	"	40613	" 1949	
208	"	"	"	40614	" 1952	
209	"	"	"	40615	" 1950	
210	"	"	"	40616	" 1949	
211	"	"	"	40617	" 1938	
212	"	"	1914	41563	" 1953	
213	"	"	"	41564	" 1953	
214	"	"	"	41565	" "	
215	"	"	"	41566	" "	
216	"	"	"	41567	" "	
217	"	"	"	41568	" "	

SEE ADDENDA #5 FOR DIESEL



at Jefferson has coal at many locations. Rest logging RRs & saw mills.

Brookville Ry

Inc. 6-10-1896 Brookville north to Hay's Lot, 13 miles by A. W. Cook Lbr. Co.
 Not known why the log railroad was incorporated unless to cross over some land not owned by Cook.

Opened 12-10-1896 Brookville to Silver City, 10.7 miles. Built up North Fork and Windfall Run. Later on Little Clear Creek and Upper North Fork Creek.
 Shut down in 1905 and railroad bought by the Pennsylvania RR for unknown reason, 7-1-1905. Operations disc. by Pa. 7-15-1907 and torn up.

1	2	Tr.	Shay	1892	395	42	tons	ex B. Hazelron, Hazelhurst, McKean Co.	Disp. unknown
2	"	"	"	1893	438	"	"	ex North Bend & Kettle Creek RR	"
3	"	"	"					ex unknown	"

Carrier, C. M.

Not Inc. logging RR

Built from Carrier on Toby Creek west up to top of mtn and then down into South Branch, 18 1890, std. g. On Manners Run also. 15-18 miles total
 Torn up 1900

292	2	Tr.	Shay	1890	292	New	Sold Wise Lbr. Co., Casarfield Co., 1896
2	"	"	"	1895	483	"	" Sacramento Mtn. Lbr. Co., N.M.
3	Cl'B		Climax	1896		"	25 tons. Sold to R. L. Buzard?

Buzard, R. I.

Not Inc. Re-laid C.M. Carrier track, strap rail on top of mtn above Carrier and down into Lucas Run, 1901. Torn up about 1903. Had a narrow gauge second hand loco.

Clark, Kizer & Kipp: See Sandy Creek RR

Fall Creek Bituminous Coal Co.

Inc. 7-18-1863 (?) Reference to stock increase 1867-67, but can't find incorporating act. Location of company unknown. May not be Jefferson Co.

Baldwin built several locomotives for this concern, one carrying the name of Erastus Corning which would seem to indicate it may have been in the Tioga Co. area.

"Erastus Corning"	4-6-0	Baldwin	1870	2117	54"	drs.	24½ tons
"Henry Burden"	"	"	"	2117	"	"	"
"J.B.Brinsmeade"	0-4-0	"	1871	2563	30"	drs	7 tons (mine engine, n.g.?)

Irvin, Wm., & Co.

Not Inc.

Built log RR from Big Run up Clover Run, Lost Run, and East Branch. Std. g. 1907
 Torn up 1913.

1	Cl. B	Climax	1906	30	tons	New	Sold to Armour Leather Co.
2	3	Tr.	Shay	1908	2059	78	tons New " Central Penna. Lbr. Co. #58

Lane & Humphreys

Not Inc.

Built log RR from Lanes Mills, 36" gauge, up McEwen and Rattlesnake Run, 1890.
 Torn up 1897

#1	Cl. A	Climax	1890	13	tons	New.	Possibly sold to Ferrier & Kilmer, Clearfield Co.
----	-------	--------	------	----	------	------	---

McDonald, Pat

Not Inc.

A lumber jobber having several log railroads near Reynoldsville. Gut for A. C. Hopkins' Mosquito Creek at Sandy Valley 6 or 7 miles 1890-1895 operated mill at Reynoldsville.
 Rathmel Run 3-¼ miles, about 1896-1897

1	0-4-2	Porter	second hand	Disposition unknown
2	2	Tr.	Shay	" , about 28 tons.

Reynoldsville & Falls Creek RR: See Buffalo, Rochester & Pittsburgh RR-B&O RR

Sandy Creek RR

Not Inc. Owned by Clark, Kizer & Kipp as their logging RR

Built from Cortez down Sandy Creek to East Branch, Clutch Run, Hickok Run, 1895. Std. g.
 Torn up 1904

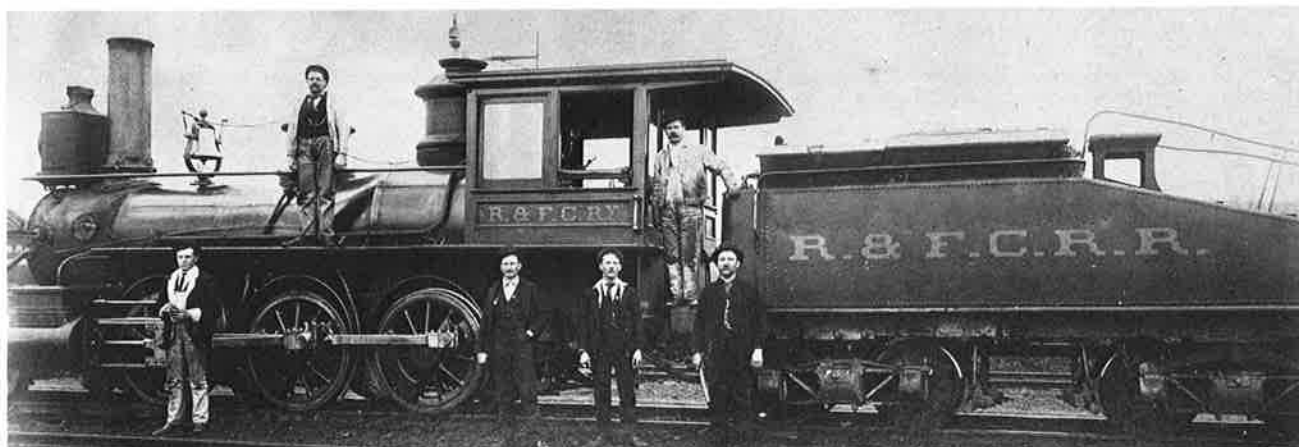
1	2	tr	Shay	1888	213	ex B. Cartwright, Elk Co.	Sold to local coal company.
2	2	Tr.	Heisler	1897	1011	New, 30 tons,	disposition unknown but possibly Looming Lbr. & Tbr., Eddy Lick, Centre Co.

Winslow, Oren

Not Inc.

Built a log RR on Walburn Run, east of Brookway in 1896 and torn up 1900. It was std. g. from jet. with Erie RR north to the mill, 2 miles, and n.g. for 3 miles further up on West Walburn Run.

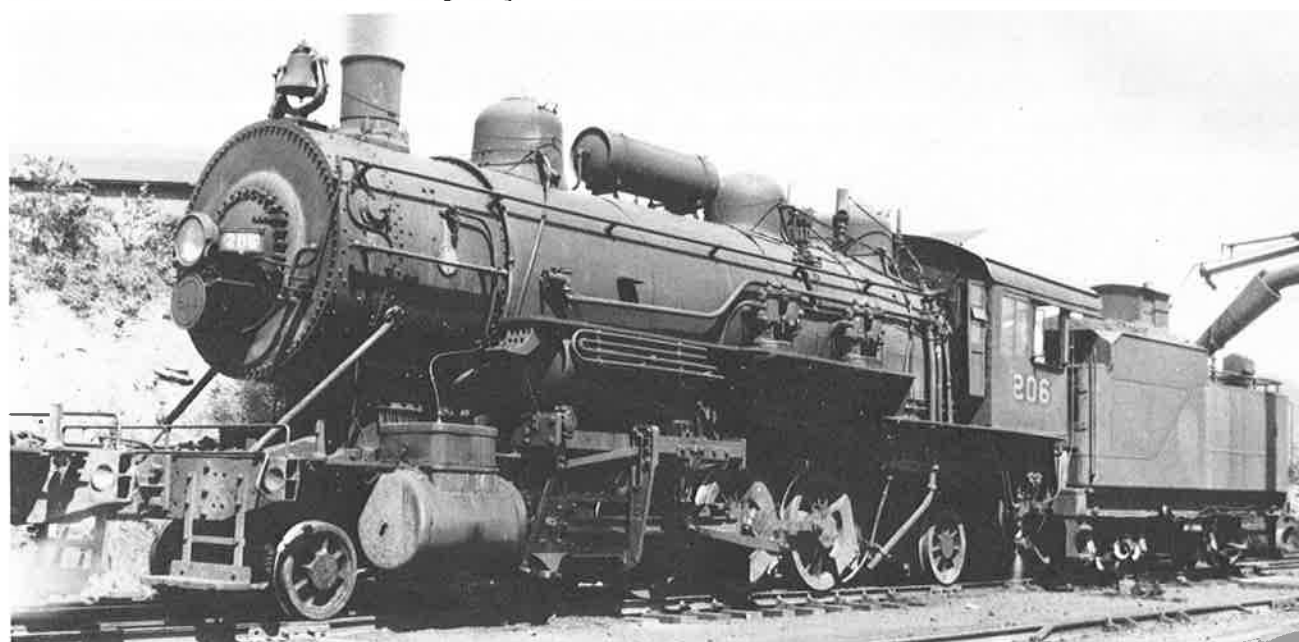
Locomotives are unknown. May have used horses on the n.g.



Reynoldsville and Falls Creek No. 1 built by Brooks in 1885 and later resold to the Hickory Valley R.R. #4. The first three engines all originally had sloping tenders, but later received larger ones. The sole purpose of the railroad was to serve coal mines owned by Bell, Lewis and Yates in Jefferson County near DuBois. Eventually the Buffalo, Rochester and Pittsburgh bought the line and ran it until the mines closed in 1934.

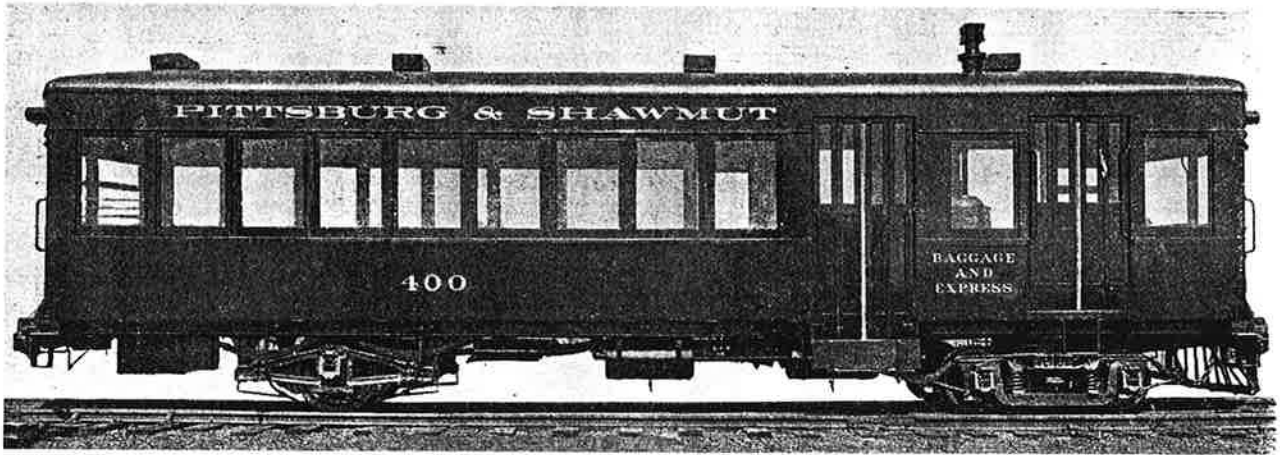


Reynoldsville and Falls Creek #4 built in 1897 and similar to a group of locomotives built about the same time by Brooks for the Great Northern Railroad. This engine spent its final days on the Arcade and Attica R.R., No. 8, in New York State.

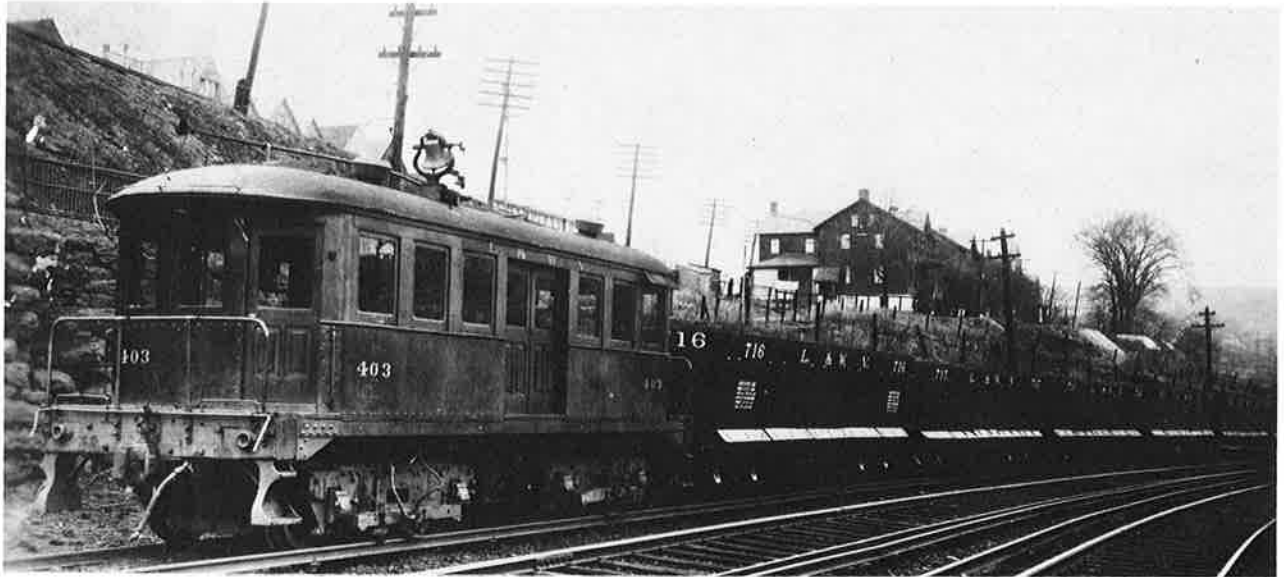


Pittsburgh and Shawmut RR #206 takes water at Brookville in 1948. The P. & S. was affiliated with the Pittsburgh, Shawmut and Northern during which time the P&S bought these small 2-8-2s and the PS&N acquired similar looking 2-8-0s with the front number plate hung under the headlight and an extra air reservoir on top of the boiler.

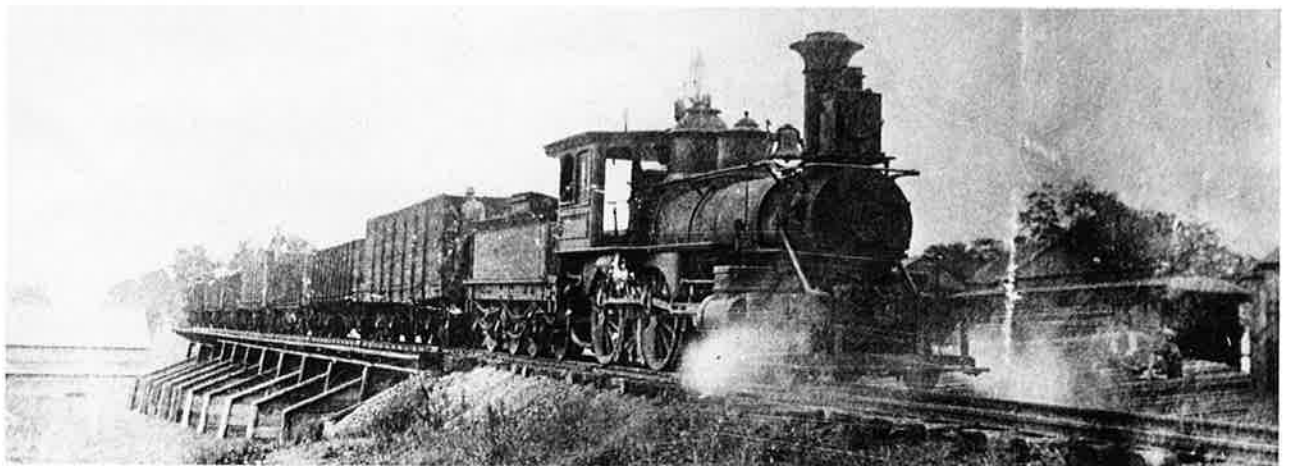
Howard Davis



The Pittsburgh and Shawmut traversed a hilly, sparsely populated area having coal mines at various locations. Passenger train needs were minimal, and about 1920 the Bowen Motor Railways Corporation sold this rail bus. It weighed only fourteen tons, seated about 36 people, and the gasolene engine drove the rear truck. Bowen was one of several companies which built rail buses or tried to.



The unique freight motor of the Lackawanna and Wyoming Valley RR, No. 403, with a string of new ballast cars which will haul ashes from the power house.



No. 935 of the Strasburg R.R. backs seven cars of coal onto the long dock at Strasburg in this picture taken in the 1890s. The Strasburg RR is the oldest short line railroad in the United States, dating back to the early 1850s, although for many years it was considered a private line and did not file information for Poors Manuals.

Benj. F. G. Kline, Jr.

Wright and Pier

Not Inc.

Built up Callen Run in Heath Twp in 1864 4 miles. Torn up late 1860s.
This was possibly the first pure logging railroad in Pa. No earlier one is known.
Had a homemade 0-4-0 built by the owners in 1864. Disposition unknown.

Frazier RR

Not Inc.

Shown on 1866 county map as 2½ mile railroad on Clear Creek running up from
Clarion River. Probably was a horse tram.

Newcom, W. H.

Not Inc.

Shown on 1866 map of Eldred Twp, Jefferson Co. near Sigel on tributary of Big M^d
Creel about 1 to 2 miles. Probably horse tram.

Paper Railroads

Mahoning and Susquehanna RR Inc. 4-19-1854 See Indiana Co.

Philipsburg & Waterford RR Inc. 4-2-1860 See Clearfield Co.

Western Central RR Inc 5-1-1861 See Clearfield Co.

Oil Creek & Ridgway RR Inc. 7-24-1863 See Venango Co.

Sandy Lick RR Inc. 8-18-1864 See Centre Co.

Warren and Jefferson RR & Canal Co.

Inc. 4-4-1870 from Phila. & Erie RR in Warren Co. to Snyder Twp in Jefferson Co. and hold
5000 acres of coal land

Mountain Branch RR Inc. 3-22-1872 See Clearfield Co.

Brookville RR

Inc. 12-2-1885 Brookville, Jefferson Co. up North Fork several miles.

Allegheny & Susquehanna RR Inc. 8-10-1881 See Clarion Co.

Conewango & Clarion RR

Inc. 11-22-1881 North Warren, Warren Co. to Clarion River at Mahoning and Susq. RR, Jeffer-
son Co., 40 miles

Susquehanna & Allegheny RR

Inc. 2-27-1883 Punxsutawney, Jeff. Co. to West Milton, Union Co., 150 miles

Clearfield and Jefferson RR Inc. 2-28-1883 See Clearfield Co.

Ridgway and Oil City RR Inc. 5-11-1883 See Elk Co.

Central Pennsylvania RR

Inc. 6-19-1883 Mount Pleasant, Westmoreland Co. to Punxsutawney, 70 miles

Eastern and Western Air Line Ry.

Inc. 8-14-1884 Ohio state line at Mahoning River, Lawrence Co. to Jefferson-Clearfield
county line, 8 miles from Punxsutawney. 112 miles.

Susquehanna & Mahoning RR

Inc. 4-7-1885 Big Run, Jeff. Co. to Little Clearfield Creek near Watts Mill, 15 miles.

Pittsburgh & North Eastern RR Inc. 4-27-1885 See Allegheny Co.

Soldiers Run RR

Inc. 1-14-1886 Reynoldsville to Rathmel, 4 miles

New York & Bloomsburg & Western RR Inc. 3-22-1886 See Carbon Co.

Pittsburgh, Beech Creek & Eastern RR Inc. 5-21-1889 See Clinton Co.

Coal Glen RR

Inc. 6-25-1889 Coal Glen to Beech Tree Jct. on Ridgway and Clearfield RR, 5 miles.

Pittsburgh, Beech Creek & New York RR

Inc. 10-24-1889 See Clinton Co.

New York, Philadelphia and Chicago RR

Inc. 8-30-1890 See Venango Co.

Redstone Connecting Ry.

Inc. 2-21-1894 Redstone Cr. near Grind Stone to Perryopolis, 10 miles

Reynoldsville, Warren & Buffalo RR

Inc. 8-27-1895 McCalmont Twp, Jeff. Co. to Warren, 80 miles.

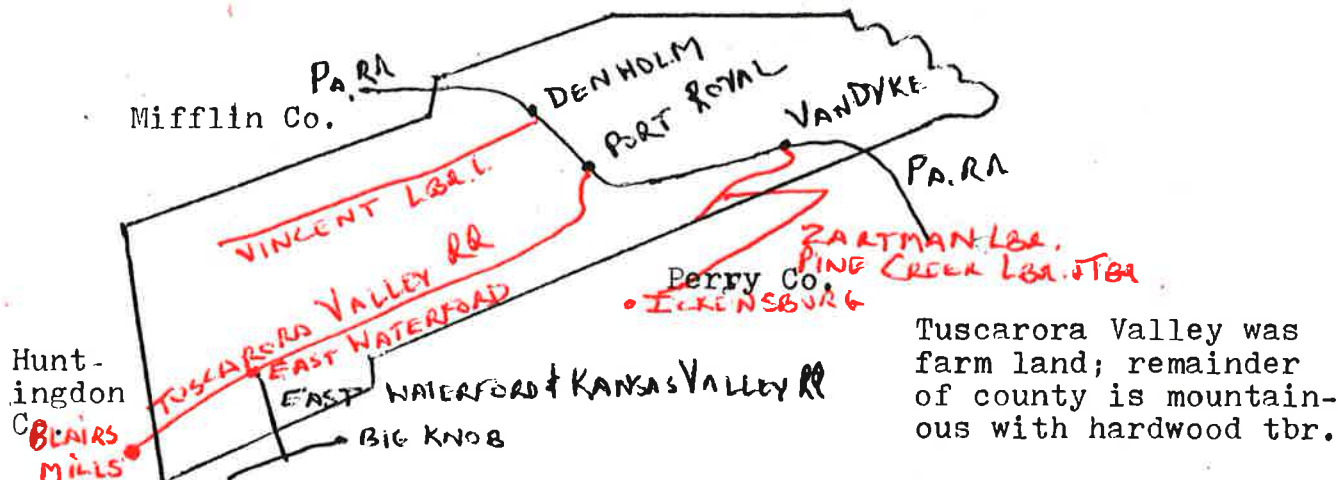
Mahoning & Anita RR

Inc. 11-27-1901 from Allegheny Valley RR near Mahoning Creek to Anita, 45 miles,
Armstrong and Jefferson Counties.

Horam Run RR

Inc. 8-12-1902 Sherwood Sta. on Pa. RR, Winslow Twp to PS&N RR at Horam Run Jct. with Mill
Creek, Warsaw Twp. 8 miles

DuBois Southwestern RR: Inc. 9-1-1903 See Armstrong Co.

East Waterford & Kansas Valley RR

Inc. 5-16-1905 for 3 miles. Owned by East Waterford Lbr. Co. who had saw mill at East Waterford. Built 8 miles, 36" gauge RR south thru gap into Kansas Valley and up to Big Knob and west into Horse Valley. Built 1905; torn up 1908.
#265 Cl. B Climax 1900 265 25 tons ex Perry Lbr. Co., New Germantown, Pa., acq. 1905.
Sold Juniata Lbr. Co., Midlothian, Md. 1908.

Tuscarora Valley RR

Inc. 4-6-1891 Port Royal to Blairs Mills, Huntingdon Co., 36" gauge. To serve lumber and farming. In later years hauled out railroad ties.
Built to East Waterford 2-1-1893, 17 miles, and extended 10 miles to Blairs Mills in 1896. Op. disc. 1933 and torn up 1934. ICC auth. aband. 7-19-1934.
Locomotives: Had large number and reused numbers. Roster based on photos and other owner information

#1	2-4-0	Porter	4-84	636	ex Bradford, Bordell & Kinzua #11, acq. c. 1-93.
1	2-6-0	Baldwin	1873	3167	ex East Broad Top #1, acq. 1902-7. Derelict 1920, Sc.
2	0-4-2	T.H. Paul			"Professor" built about 1882. Rbt. by T.V. - 1922 to 0-4-4 and renamed "J.M. Blair"
2	4-6-0	Baldwin	1915	41881	New. Sc. 1934
2	4-4-0	Hinkley	1882	1582	ex Baltimore & Lehigh #12, acq. c. 1900. acq. 1896-99
3?	4-4-0	Brooks	12-80	482	slated pilot, one smooth & one fluted dome. Ex B. & K. #6, ^
3?	4-4-0	Dickson	1887	592	ex Chaeguy RR #10, acq. 1903 or 1910. 2 fluted domes
3	4-4-0	Baldwin	1916	43570	New. Sc. 1934
4		unknown			
4?	2-8-0	Baldwin	1873	3475	ex East Broad Top #3, acq. 1911. Sc. 1916
5	4-4-0	Baldwin	1877	4082	ex Eagles Mere RR #1, acq. about 1902. Built for Fond du Lac, Amboy & Peoria RR #1

Vincent Lbr. Co.

Not inc. Logging RR, 20 miles, 42" gauge built from Denholm along Licking Creek for mine props. Built 1904-05. 2/3 torn up in 1920s. Final part removed 1931.

#1	Shay	2 Tr.	about 16 tons	transferred from Allenwood, Pa. operation. Sc. 1906
2	"	"	1906	CN 1795 25 tons New. Sc. 1931
3	Climax	Cl. B	1897	166 " ex Kulp Lbr. Co. #2, Oldtown, Md, acq. 1912. Sc. 1931

W. P. Zartman Lbr. Co.

Not inc. 15-18 miles of 36" gauge beginning at Van Dyke and running southwest several miles. Also climbing Tuscarora Mtn into Perry Co., and continuing almost to Ickensburg. First part built 1905. Sold in 1910 to Pine Creek Lbr. & Tbr. Co.

#3	Climax	Cl. B	1906	CN 696 30 tons New. Sold. 1917
?	"	"	1912	35 " " "

Pine Creek Lbr. & Tbr. Co.

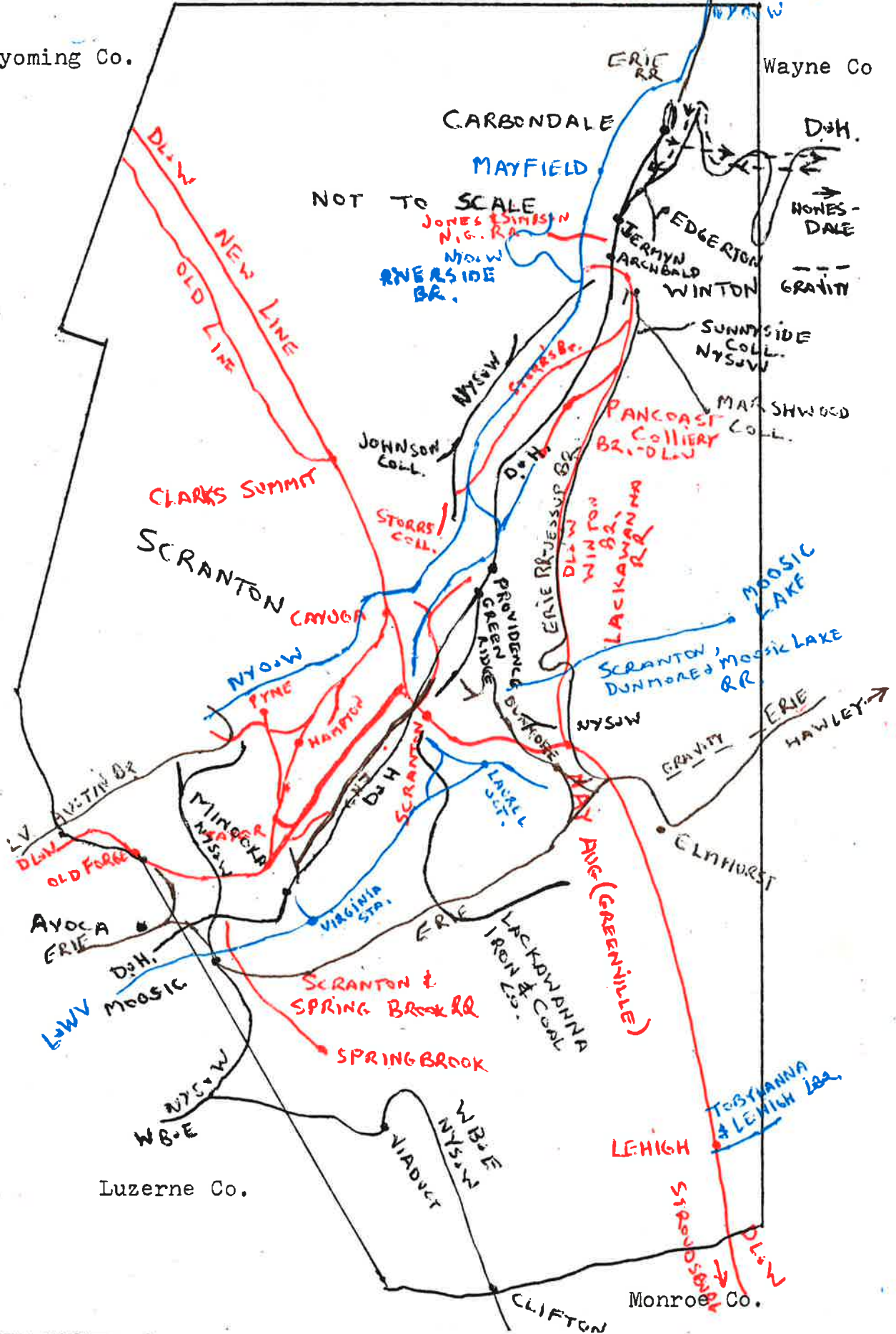
Acquired in 1910 or soon after log RR of W. P. Zartman from Van Dyke to near Ickensburg, Perry Co. Torn up 1917. Used Zartman's locos. Sold it in 1917

PAPER RAILROADS

<u>Duncannon, Landisburg & Broad Top RR</u>	Inc. 5-5-1854	See Bedford Co.
<u>Sherman's Valley & Broad Top RR</u>	Inc. 5-5-1855	See Bedford Co.
<u>Pennsylvania Pacific Ry.</u>	Inc. 3-31-1859	See Bedford Co.
<u>South Pennsylvania RR</u>	Inc. 4-1-1863	See Bedford Co.
<u>Duncannon, Bloomfield & Broad Top RR</u>	Inc. 4-17-1866	See Bedford Co.
<u>Tuscarora Valley RR</u>	Inc. 3-5-1872	from Pa. RR in Tuscarora Valley, Juniata Co. thru valley to Huntingdon and Franklin Cos.
<u>Huntingdon, Franklin & Fulton RR</u>	Inc. prior 1877.	See Fulton Co.
<u>Delaware Water Gap and South Western RR</u>	Inc. 11-6-1883	See Bedford Co.
<u>Northern Central Connecting RR</u>	Inc. 5-12-1903	See Snyder Co.
<u>Northern Central Connecting Ry</u>	Inc. 3-17-1913	See Snyder Co.
<u>Selinsgrove and North Branch RR</u>	Inc. 5-3-1871	See Northumberland Co.

Wyoming Co.

Wayne Co



Jones and Simpson Narrow Gauge RR not inc. Shown on 1885 map coming down from the west to Del. & Hud. gravity RR at Archbald. Locomotive?, built?, torn up? Served coal mine. Replaced (?) by NYOW RIVERSIDE BR.

Grassley Island Coal & RR Co.

Authorized by Legislature 4-6-1858 as renaming of Lackawanna RR foreclosed. Company tore up the railroad in 1858-59. Not known what became of company.

Lackawanna RR

Suppl. 4-20-1854 to the Lackawanna and Susquehanna RR says that company is now known by the name Lackawanna RR. Proposed route north of Carbondale abandoned and road will only construct south of Carbondale to DL&W.

Michael Meylert contracted 9-19-1854 to build Greenville (Nay Aug) on DL&W to within 2 miles of Carbondale. 16 miles, and branch to Scrant on. 6' gauge. To be completed to Seymour coal mines (later Jessup mines) within one year from DL&W. From Jessup would run north crossing to west sided of D&H RR at Archbald and extend toward Carbondale.

Built 1855 Greenville to Jessup (close to Winton) and company acquired by Jessup. DL&W supplied 600 6 ton coal jimmies. Coal shipped to Elizabethport, NJ.

Bought one new locomotive from Danforth & Cooke \$8655 in 185. Also a 2nd locomotive acquired.

Bankrupt and foreclosed

Suppl. 4-6-1858 said that when property is sold the new corporate name will be Grasseley Island Coal & RR Co. Track torn up 1858-59. Roadbed later used by

DL&W for Winton Br. in 1875.

LACKAWANNA IRON & COAL CO. SEE ADDENDA 15Lackawanna and Susquehanna Railroad

Inc. 3-11-1826 Harmony Twp to Belmont coal mine near headwaters of Lackawanna coal valley Susquehanna and Wayne Counties. At end of 3 years the RR will report to Legislature a financial accounting and bushels of coal carried and dividends or losses. Run from Susquehanna River in Harmony Twp to Belmont coal mines near headwaters of Lackawanna coal valley. 4 rods wide. Right of way cannot pass thru any burying ground or any home without consent of the owner or any building of \$50 value. When five miles are completed it may be opened. Will be a public highway charging tolls. Coal 1 1/2/ton mile; same for salt, gypsum, brick, lime. Lumber 2¢/1000 board feet. Owners of freight will supply suitable carriages, wagons, etc. approved by the railroad.

Suppl. 3-8-1826 from Lackawanna Creek thru Griswald's Gap to Moosic Mtn. to the west bank Lackawanna Creek and down into the D&H RR or canal basin at Dyberry Forks.

Suppl. 4-16-1827 Extend its RR to mouth Lackawanna Creek and a lateral RR from Harmony Twp down Susquehanna River to Pa. state line

Suppl. 3-31-1838 to construct branch from Starucca Summit, Wayne or Susquehanna Counties to west branch Laclawaxen River, then to Honesdale, then down Lackawanna River to its mouth, down Delaware River to Dunning's Crossing. Also extend main stem from mouth Starucca Creek up Susquehanna River to state line.

Suppl. 3-26-1839 Branch from main line to Lackawaxen River near the narrows.

Suppl. 3-22-1845 charter extended to 3-11-1856

Suppl. 4-20-1854 name changed to Lackawanna RR. Route north of Carbondale dropped and will build south to DL&W RR.

see Lackawanna RR. (The change of name was not done officially with the Legislature.

This was a very early railroad authorized by the State and reflects early thinking by the government as to what a railroad should be.

Lackawanna and Wyoming Valley RR

Inc. April 1903 as a change of name of the Northern Lackawanna RR. Owned Scranton to Laurel Jct. 1.5 miles and leased: Erie and Wyoming Valley RR 1.0 miles; Scranton and

Northeastern RR 3-14-1903, Central Valley RR 3-14-1903 and Wilkes Barre RR 2-11-1904.

L&WVRR stock was all owned by the L. & W. Y. Rapid Transit Co. which was inc. in New Jersey, 10-1900. Projected Carbondale to Wilkes Barre, 39 miles.

Opened Scranton to Pittston, 11.8 miles 5-20-1903; Pittston to Wilkes Barre, 8.4 miles on 12-16-1903. Tunnel line opened 10-19-1905.

Reorg. 5-26-1913 with same name as a consolidation of the Scranton & N.E. RR, Central Valley RR, and Wilkes Barre RR.

Built 2 miles in 1946 freight spur from Virginia Station on eastern edge of Moosic north to Minooka industrial park.

Pass. service dis. 12-31-1952 to Wilkes Barre. Pass. service on Dunmore line discontinued 10-25-1945. ICC auth. 3-25-1946 Scranton-Dunmore line & cut-off line parallel to tunnel

Electrification discontinued and dieselized (using leased DL&W diesel) 9-19-1953 TO BE ABANDONED

Bankrupt 8-27-1956. L&WV Ry inc. 8-19-1959 with DL&W owning it effective 2-24-60.

Aband. 7-14-61 from Virginia sta. south to Inkerman, m.p. 12.4 (jct. with Erie) in Jenkins Twp; 12-17-81 from about a mile south of Inkerman Sta. to Wilkes Barre,

6.3 miles. (intermediate mile and from Virginia Sta. to downtown Scranton thru tunnel to Pocono Northeast RR in 1983.

Locomotives:

10 2-6-0 ex DL&W RR #244 (used by contractors during construction.)

401 Baldwin-Westinghouse 1896. Bought 1904 from Westinghouse Interworks RR. Sc. 1953

402 " 1907. C.N. 30578 800 horsepower. New Sc. 1953

403 " " ? " "

Lackawanna & Wyoming Valley Rapid Transit Co. Inc. Oct. 1900 in N.J. See above.

Scranton & Northeastern RR

Inc. 5-28-1900 Scranton to Pittston, 11.8 miles.

Leased to L&WVRR 3-14-1903. Opened 5-20-1903. Merged into L&WV 5-26-1913.

Northern Lackawanna RR

Inc. 2-14-1901 Scranton to Carbondale.

Part of 4 electric railways connecting Carbondale to Wilkes Barre (S&NE RR, CVRR, W.RR)

Built Scranton to Laurel Jct., 1.5 miles (jct. to Dunmore and Pittston) and leased

Erie & Wyoming Valley track of 1.0 miles toward Dunmore.

Name changed to L&WVRR April 1903

Central Valley RR

Inc. 2-14-1901 Pittston to Wilkes Barre, 8.4 miles.

Leased to L&WVRR 3-14-1903. Opened 12-16-1903 Merged into L&WV 5-26-1913.

Wilkes Barre RR

Inc. 1-6-1904 within Wilkes Barre, 1.37 miles.

Leased to L&WV RR 2-11-1904. Provided track extension in Wilkes Barre

Merged 5-26-1913 into L&WV RR.

Moosic Mountain Ry.

Not inc. Owned by Mt. Jessup Coal Co., Winton. In Jan. 1911 bought #3, ex

DL&W #23, 2-6-0 camelback, Dickson 1889, c.n. 654. Worked at the Winton

breaker or possibly on Erie RR's Moosic Mtn. & Carbondale RR (in which case

Moosic Mtn. Ry. is merely a contraction of the full name.)

0-6-0 BALD 1893 13845
2 " " 1908 32728
both mine locos.

Scranton & Spring Brook RR

Inc. 8-31-1897

Built Moosic to Round Hole, 6 miles; to Quarry, 2 miles; on route of Spring Brook RR

In 1910s cut back to Round Hole and RR owned by the water company.

Abandoned after 1919.

Used to make the reservoir,

Corp. dissolved 1-1948.

Locomotives: Had 2 in 1904

Spring Brook RR

Inc. 4-3-1869 as Spring Brook Horse Ry. Name changed to Spring Brook RR 5-2-1871

and may use steam power. Moosic up Spring Brook 15 miles.

Built Moosic to Spring Brook, 8.5 miles, 4 3" ga. in 1874 with 16 & 25# rail.

Brook

Leased 1883 to Lehigh Coal & Nav. Co. (C.N.J.) and subleased 1885 to Spring Brook Lbr.

Co. R.

Rbt. to std. g. about 1885. Aband. 1887-1890. In 1877 only frt. was lumber.

Scranton, Dunmore & Moosic Lake RR

Inc. 6-3-1902 Dunmore to Moosic Lake, 8-9 miles to serve summer resort.

Opened May 30, 1903 as 36" gauge operated by contractor.

Relaid as std. g. 1904. SUMMER ONLY OPERATION

about 1929

Electrified 1910 and operated by Scranton Street Ry. Shut down between 1911&1925. Torn up

1 4-4-0 Cooke 1875 1012 ex DL&W #134m bought June 1904. Returned to DL&W Sept. 1904

because too small.

1 4-6-0 " 1859-60

ex DL&W #203 rebuilt in 1898 to camelback. Destroyed in head-

req. Sept. 1904 on wreck 1910

2 4-4-0 " 1870

ex DL&W #132, acq. June 1904 and returned to DL&W Sept. 1904

2 4-6-0 " 1857

ex DL&W #214, acq. Sept. 1904. Rbt. in 1897. Destroyed in head-on wreck 1910

Lackawanna Valley R.R.

Inc. and took over on 4-15-1985 former Delaware & Hudson main line from

Carbondale to Scranton to Minooka Jct, 22.3 miles as a result of D&H acquiring

former DL&W line from Binghamton to Taylor (Minooka Jct.).

Intended to serve several industries and lumber yards, but no coal.

SEE ADDENDA #5 FOR LOCOS.

Pocono Northeast RR

Inc. 6-18-1981 and gradually took over former Conrail trackage in the Scranton-Wi

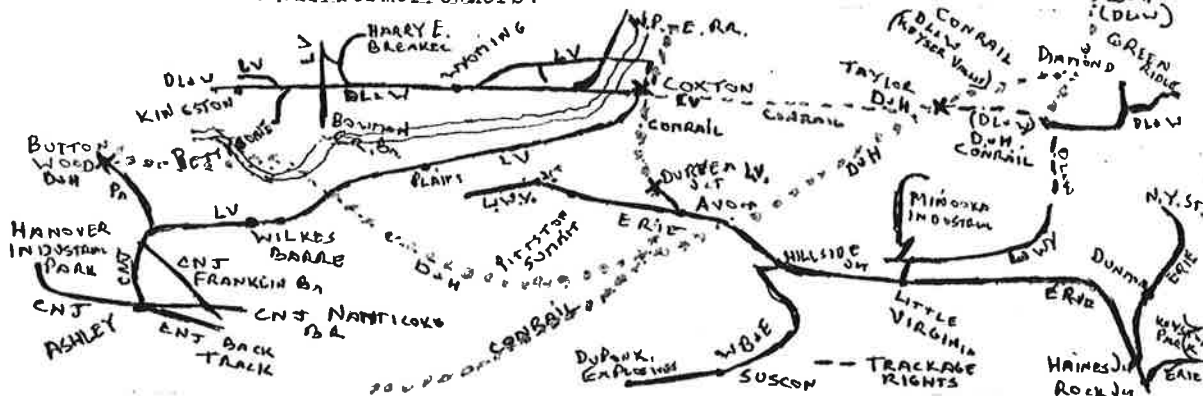
lkes Barre area. Subsequently has abandoned some of the lines. Serves various

industries but no active coal collieries. On 12-31 1982 had 39 miles; 12-31-83

97 miles; 12-31-1984 125 miles.

SEE ADDENDA #5 FOR LOCOS

Map of tracks and their former owners:



Steamtown

Inc. and in 1985-86 acquired DL&W main freight yard in downtown Scranton from Hyde Park Wye east to Mt. Pocono to be used as tourist railroad. National Park Service in 1986 appointed by Congress (against the Park Service's wishes) to develop the Scranton freight yard as national railroad museum using Steamtown's trains brought from Bellows Falls in 1985 and 1986.

156. Lackawanna County

Tobyhanna & Lehigh Lbr. Co.

Not inc. Built prior 1890 at Tobyhanna, Monroe Co., and relocated later to Lehigh, Lackawanna Co.. Built 4 or 5 miles north. Torn up 1900-1901. 36" gauge.
#1 0-4-OT Dickson 1890 CN 758 New. Disposition unknown,

Paper Railroads

Lackawanna County not formed from Luzerne Co. until coal mining well developed. It is possible some paper RRs listed in Luzerne Co. are Lackawanna County.

Susquehanna & Delaware Canal & RR Co. Inc. 4-3-1826. See Luzerne Co.

Delaware & Susquehanna RR

Inc. 4-6-1830 from Delaware River not over 10 miles above Milford to Lackawanna Cr. near mouth of Susq. River. May use incline planes. A public highway.

Wallenpaupack Improvement Co.

Inc. 4-7-1830 to build a canal, slack water nav. system or RR from D&H Canal at mouth Wallenpaupack to Cobb's Gap and coal fields in Blakely Twnp, Luzerne Co.

Susquehanna RR Inc. 4-9-1833 See Bradford Co.

Washington Coal Co.

Inc. 4-16-1838 hold 2000 acres coal land in Lack., Plymouth, Nescopeck & Providence Twnps and build RR to D&H Canal and RR or North Branch Canal.
Suppl. 4-9 1849 Company sold to Penna. Coal Co. No mention of RR.

No name

Act. 4-5-1848 allows Scranton brothers to build RR up to 5 miles from their iron furnace in Providence Twnp to ore lands in Prov. and Lackawanna Twnps on Stafford Meadow Brook.

Central Coal Co. Inc. 4-10-1851 See Luzerne Co.

Union Iron & Coal Co.

Inc. 2-9-1854 as renaming of Phoenix Iron & Coal Co. to hold coal land in Ransem and Lackawanna Twnps, Luh.Co. and build RR up to 6 miles to DL&W.

North Branch & Lackawanna RR

Inc. 5-2-1855 Providence Twnp to North Br. Canal and to Tunkhannock if desired.

Lackawanna & Lanesboro RR

Inc. 2-22-1856 near Carbondale to NY&Erie RR at Lanesboro, Susq. Co.

Lackawanna Valley Coal Co.

Inc. 4-23-64 to hold 3000 acres and build a railroad to connect with common carrier.

Blakely Coal & Iron Co.

Inc. 11-27 1865 hold coal lands in Blakely Twnp & RR up to 5 miles, Olyphant area.

Hawley Coal & Trans. Co.

Inc. 4-13-1866 5000 acres and build RR from Hawley, Wayne Co. to their coal lands but no further south than Plains Twnp., Luh.Co.

Pittston RR & Coal Co.

Inc. 4-11-1867 5000 acres and connect coal fields with RR to Hawley.
Suppl. 2-24-1869 name changed to Susquehanna Coal Co.

Hillside Coal & Iron Co.

Inc. 4-12-1867 5000 acres probably in Luzerne or Lackawanna Co. & 20 mile RR

Susquehanna Coal Co.

Inc. 2-4-1869 as name change of Pittston RR & Coal Co.

Wayne County RR

Inc. 3-14 1872 between Hale s Summit and Stockport on Delaware River, Wayne Co. to Briardale Summit to Carbondale. Suppl. 6-20-1873 rena ed Penna. Inland RR.

Pennsylvania Inland RR

Inc. 6-20-1873 as name change Wayne County RR. May build from Pittston to Smithfield or Middle Smithfield Twnp, Monroe Co. Intended Hancock, N.Y. to Carbondale, 35 miles as a short cut for supplying coal to New England.

New York & Pittston RR Inc. 5-20-1873 see Luzerne Co.

Wilkes Barre, Pittston & New York RR Inc. 4-6-1880 See Luzerne Co.

Scranton & Forest City RR SEE NY&W

Inc. 11-21-1888 Scranton to Forest City, 22 miles

Priceville & Winton RR

Inc. 6-3-1890 DL&W at 1000 ft. south of Lackawanna River, then north and west to Winton, Blakely and Dickson City, 5 miles

Pennsylvania Midland RR

Inc. 6-23-1890 Syroudsburg to Scranton, 50 miles

Lackawanna, Lake Ariel and Honesdale RR

Inc. 10-7-1892 Honesdale to DL&WRR at Moscow, 24 miles

Philadelphia, Honesdale & Albany RR Inc. 3-20-1893 See Monroe Co.

Scranton & Bald Mount RR

Inc. 4-27-1895 Scranton at Luzerne St. s.w. thru Lackawanna and Ransome Twnps to summit of Bald Mount, 5 miles. (although probably an electric line, it was inc. as steam railroad.

Oak Hill & Moosic RR

Inc. 10-5-1897 Moosic at D&H RR to E&WV RR at Oak Hill, 1 mile.

New York, Wyoming & Western RR Inc. 5-9-1898 See Luzerne Co.

Speedway & Scranton Lake Ry

Inc. 11-26-1902 under steam charter but an electric line. Nay Aug Park to Dunmore, 2 1/2 miles. Corp. dis. 1909-10

Scranton, Factoryville & Tunkhannock RR

Inc. 2-21-1903 Scranton to Tunkhannock, 25 miles. Prboably electric. Corp. dis. 1908

Overland Ry

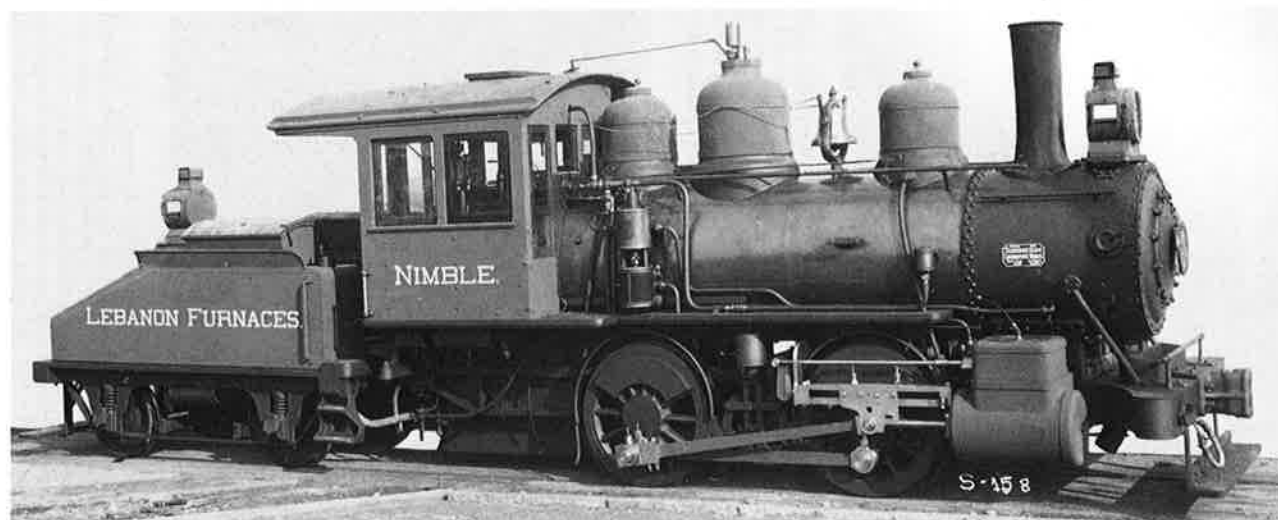
Inc. 9-1-1905 Scranton to Moosic to Rocky Glen, D&H RR at Moosic, 4 miles. Electric.

Scranton & Binghamton RR

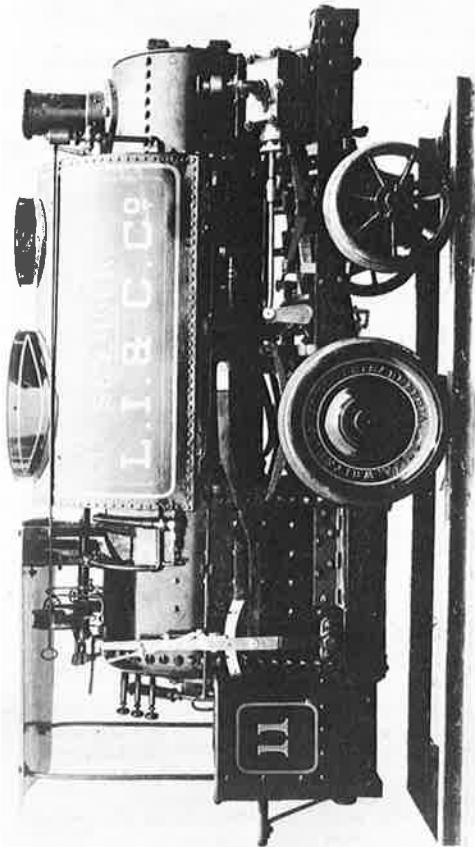
Inc. 2-21-1910 Factoryville to Susquehanna to N.Y. state, 50 miles.



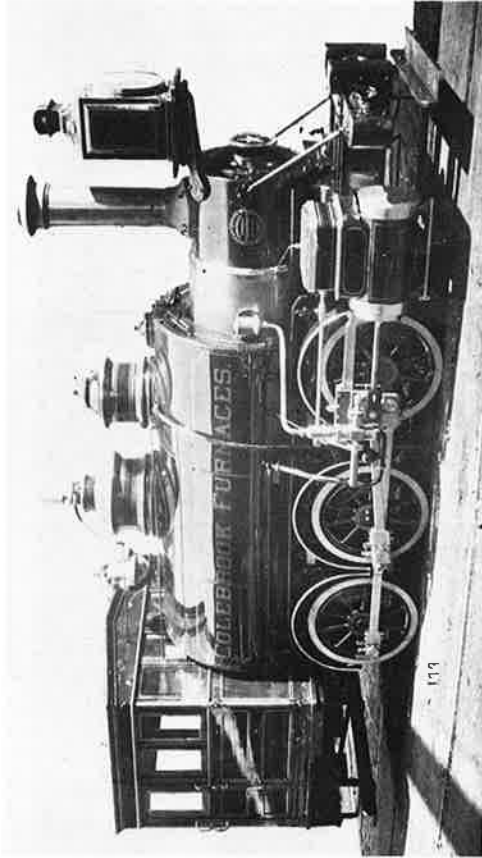
Near the Susquehanna River squeezed between two mountains was the iron mine and concentrating mill of the Champion Iron and Separating Company, an unsuccessful company which for ten years from about 1902 to 1912 operated its mill and a 4½ mile railroad to reach it. This picture shows their only 4-4-0 and the facilities photographed from one hillside looking across the narrow hollow toward the opposite hillside. This was the only line-haul private iron ore carrying railroad in Pennsylvania which did not incorporate as a common carrier.



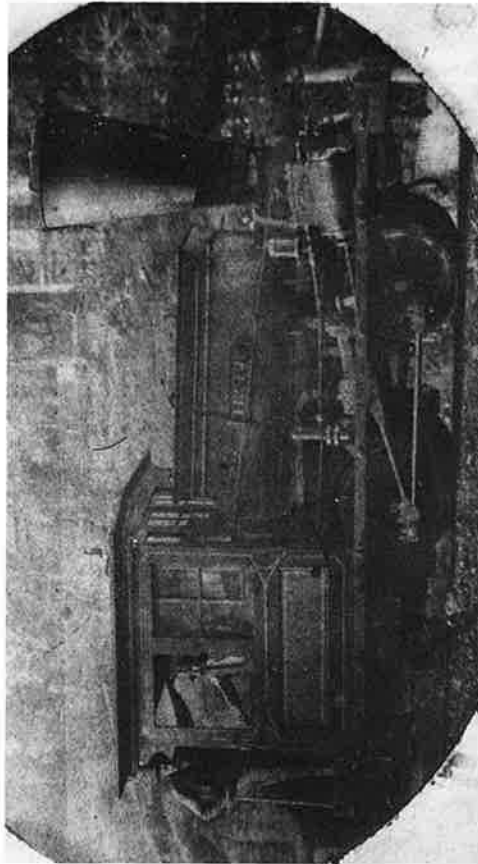
The Lebanon-Cornwall area had the most extensive iron mining operations in Pennsylvania, and the earliest iron furnaces supplied needs of the Revolutionary War. In the late 1850s the growing iron mines at Lebanon and furnaces of the Coleman family necessitated their entry into using steam locomotives. Later the Cornwall Railroad was built to serve the Cornwall mines and deliver ore to the Lebanon furnaces, and so did the Cornwall and Lebanon Railroad. Additionally there were private railroad operations at the mines or furnaces including G. Dawson Coleman and later Robert H. Coleman, the Cornwall Iron Co. in the 1880s, the Cornwall Ore Bank Company, the Lebanon Furnace Co., and Bethlehem Steel Company. The "Nimble" was built in 1899 by Schenectady, c.n. 5219, and is the second engine with that name, the earlier one being G. Dawson Coleman's 0-4-0 built in 1863.



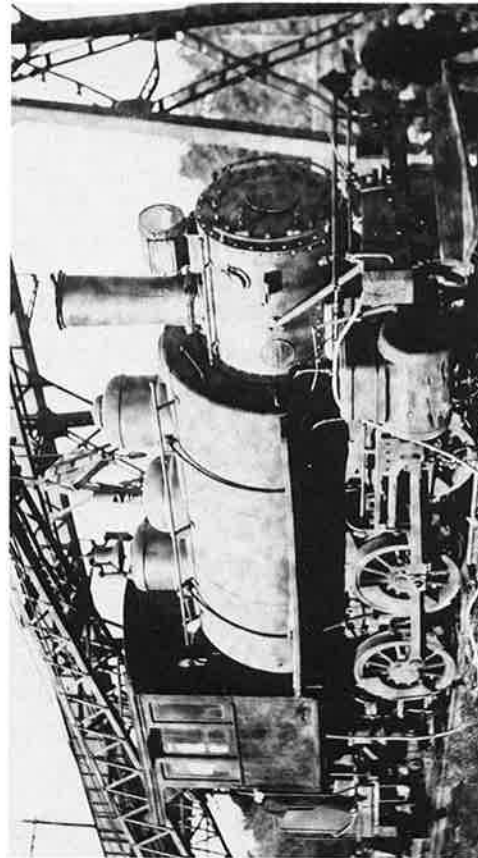
Lackawanna Iron & Coal Co's "Seymour" built in 1886 by Dickson. The 30 inch gauge 2-2-0 weighed 7200 pounds and had 22 inch drivers. It was used to move cars within the iron mill at Scranton. Why it had only one set of drivers instead of being an 0-4-0 is unknown. Except for engines built in England in the 1830s, it is the only known 2-2-0 in the U.S. It was also inside connected. All the cab controls can be seen - reverse lever, throttle barely visible above, steam gauge, water cocks, whistle rod, and water pump rod.



Lettered Colebrook Furnace this Baldwin engine (c.n. 6045) was bought in 1882 by Robert H. Coleman. It worked in the Lebanon area. For a factory switcher the workmanship was excellent. The boiler jacket is Russian iron blue. It used a water pump mounted on the cross head instead of an injector. To put water in the boiler the locomotive had to be run back and forth. Coleman bought four engines between 1882 and 1889, the last being a Porter 0-4-4, c.n. 1043.



This photograph of G. Dawson Coleman's first locomotive, the "Tip Top" built in 1859 by Baldwin, construction number 871, dates back to the early 1860s. The big water tank and cab almost obscure the tiny boiler. The locomotive was used in conjunction with Coleman's furnace at Lebanon and was possibly the first in Pennsylvania to use a locomotive instead of horses and mules. It weighed 10 tons. In 1863 he purchased a similar engine, the "Nimble", construction number 1162, and in 1871 the "Busy Bee", a 14 ton 0-4-0T, c.n. 2634, was bought. Robert H. Coleman subsequently bought four more.

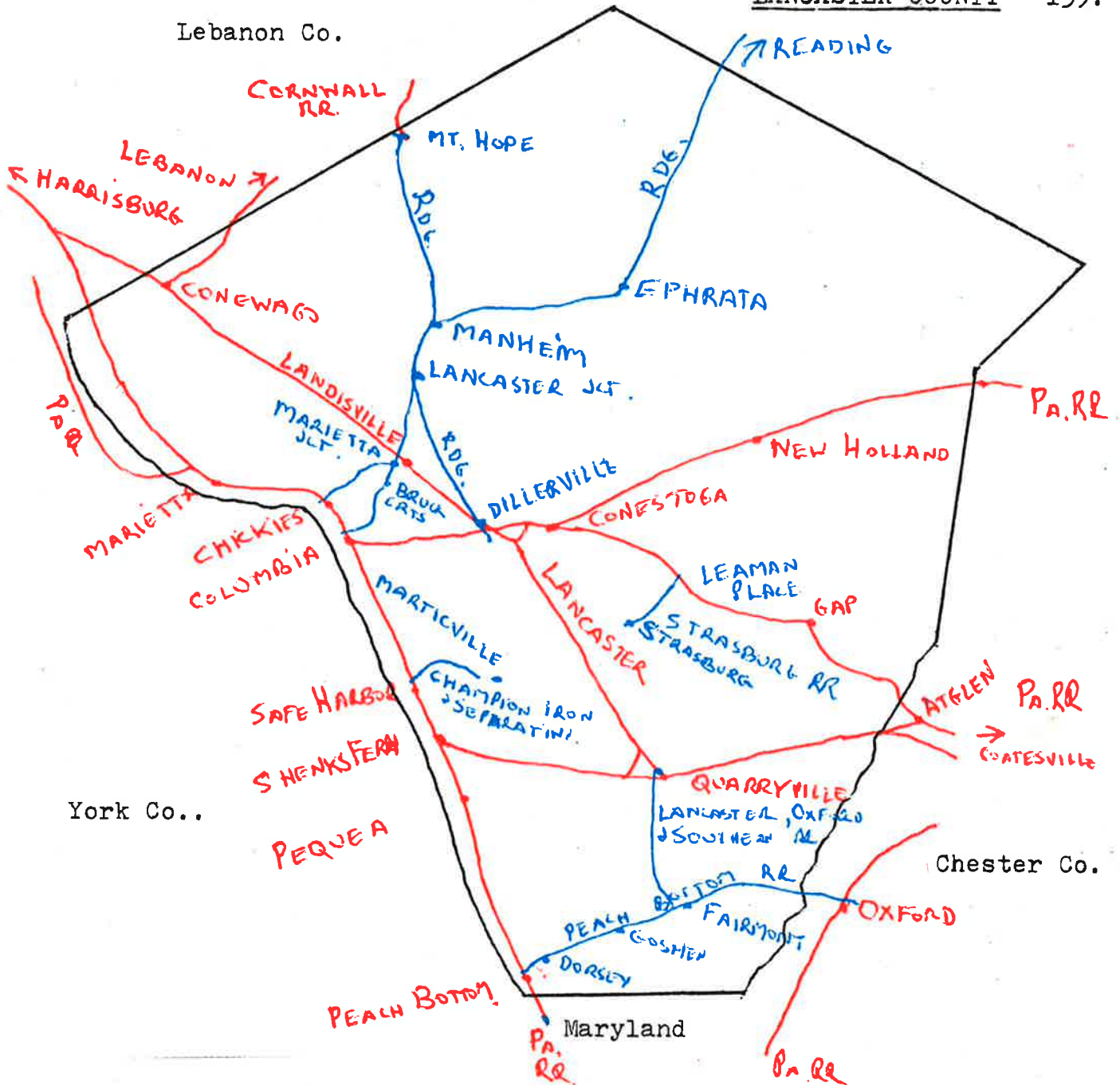


At the ore pit at Cornwall, the Cornwall Railroad used heavy switchers to work the pits and road engines to move the ore to Lebanon. During October 1936 a railfan trip over the Reading Railway paused at the pits where this old Bethlehem Steel Company switcher No. 2 was found. Origin of the locomotive is unknown. A second saddle tank of more recent vintage, No. 4, was also in use by Bethlehem. How much longer Bethlehem had their own engines working the pits besides those of their Cornwall Railroad is unknown.

Railroad Museum of Penna.

George M. Hart

Lebanon Co.



Champion Iron & Separating Co.

Built 1901-02 Safe Harbor to Pequea Creek near Marticville, 4 1/2 miles, std. g. industrial railroad to serve iron mine and concentrator near Marticville dating back to the 1880s but never successful.

Locomotives - had one at a time, one being a 4-4-0.

Reorg. 5-1903 as Standard Iron Mining and Furnace Co.

Standard Iron Mining and Furnace Co. - Safe Harbor Iron & Steel Co.

Organized May 1903 to take over the mine, concentrator and RR of Champion Iron and Separating Co.

Reorg. 1912 as Safe Harbor Iron & Steel Co. but shut down 1912 and RR taken up. Had a 4-4-0

Strasburg RR

Inc. 6-9-1832 Strasburg east along the middle of Main St and then to connection with Phila. & Columbia RR.

Built (according to 1890 Peere) and opened in 1837. Used horses or a Phila. and Columbia locomotive. Not known what happened in late 1840s. Company inc. with same name in 1851 gives no indication of a railroad having previously been built.

FORECLOSED 1859. In 1850s used to bring coal to Strasburg primarily - 3000 tons in 1859

Strasburg RR

Inc. 2-11-1851 to build a RR Leamon Place to eastern boundry of Strasburg, 4 miles. Until RR is earning 6% it has exclusive right of transportation at which time the RR may permit individuals to place cars, carriages, or wagons thereon.

Strasburg RR cont.

Toll rate 1¢/mile for every 4 wheel car, 6¢/ton mile for toll and 4¢/ton mile for transportation. Passengers 1¢/mile toll and 5¢ per mile transportation.

Suppl. 4-27-1855 Boro of Strasburg can vote for each share of stock it owns.

Suppl. 3-30-1866 may extend to Quarryville.

"Wm. Penn" 4-2-0

NORRIS 10-1835 of Penna. Co. "Wm Penn" 1851

Sold 1865 to Western Pacific RR

"Strasburg" 4-4-0	Baldwin	1863	1180	New	
#935	Altoona	1873	223	ex Pa. RR #935,	Cl. D-5, acq. 10-92.
"	Baldwin	1876	3863	ex Pa. RR #937,	Cl. D-3, acq. 5-06.
"	Altoona	1899	2063	ex Pa. RR #560,	Cl. A-3, acq. 10-24
none ?	Gas. Plymouth	1926	2452	New	20 tons. Used until 1958 closure.
9331	Hp. G.E.	1948	29964	ex Pa. #9331	

Since becoming a tourist railroad (besides handling freight) it has acquired a collection of locomotives which it operates on the train. - #31 ex CNR 7312, 0-6-0; #98, 2-10-0 ex Great Western RR (Colo.); #98 4-4-0 ex Miss. Central #98; #7 gas electric steeple cab from Warwick (R.I.) RR; #1223, 4-4-0 D-16 leased from Penna. RR Museum, ex Pa. RR #1223; #12 rail bus from Grasse River RR and originally Lancaster, Oxford & Southern RR (orig. n.g., later std. g.)

#33 380 GE 1948 29964 44T ex Pa. 9331, 24 1961

Railroad shut down 1958. Had served only a feed mill for many years. Bought in 1959 by Lancaster business men for tourist steam train operation.

Peach Bottom R.

Inc. 3-24-1868 from York area eastward to Susquehanna River south of Muddy Creek. Intended York to Peach Bottom to Oxford, 60 miles, 3' gauge.

Suppl. 4-7-1873 may extend from York to Berlin.

Built Oxford to Dorsey, 16 miles opened 1878 and to Dorsey, 4 more miles in 1878. Also built Delta to York, York Co., 35 miles opened in 1878 (see Maryland & Penna. RR, York Co.)

Reorg. Sept. 1, 1881 as Peach Bottom RR after foreclosure.

Foreclosed 6-16-1890 and reorg. as Lancaster, Oxford & Southern RR.

Locomotives - see L.O.&S.

Lancaster, Oxford & Southern RR

Inc. 9-3-1890 as reorg. of Peach Bottom RR, Oxford to Peach Bottom, 20 miles, 3' gauge.

Built Quarryville branch in 1905, 8 miles.

Aband. Oct. 1919 (Oct. 18th closed) Torn up immediately. Corp. dissolved 5-31-1921.

1	2-4-0	Porter	1873		new "Samuel Dickey"	Sold 1893 probably for scrap
2	"	"	1875	224	" "Robert Fulton"	"
3	4-4-0	Pitts.	1885	785	"	Disposition unknown
4	"	Mt. Savage	1883	36		Sc. 1916 after fire. Ex CLARKSBURG, WESTON & GLENFIELD.
5	"	Baldwin	1905	26002	Sc. 1919 New	
6	"	"	"	26003	Sc. 1919 "	

Landisville RR

Inc. 7-18-1983

former Rdg track built by Reading and Columbia RR from Landisville south 3 miles to Brucke erts acquired by Amherst Industries in 1982/83. On 1.1.1985 this track was turned over to Landisville RR which had been organized 14 years earlier to take control.

8526 GE 1944 27604 45 TON Ex ONTARIO RAILROADS; U.S. RR 8526

The Presidents, Directors and Company of the Pennsylvania RR Inc. 3-31-1823 See

Columbia, Lancaster & Philadelphia RR Inc 4-7-26 See Chester Cnty Chester Cty.

Marietta & Columbia RR

Inc. 6-9-1832 Marietta to Phila. & Col. RR in Lancaster County

Oxford RR

Inc. 6-9-1832 See Chester Cnty

West Chester & Port Deposit RR Inc. 4-15-1835 See Chester Cnty

New Holland RR

Inc. 4-1 1836 New Holland to Dhila. & Columbia RR

Columbia & Maryland Line RR

Inc. 4-4-1837 near Columbia on Phila & Col. RR down Susq. River to Maryland line

Marietta & Portsmouth RR

Inc. 4-4-1837 by supplement to the Marietta, Bainbridgem Falmouth & Portsmouth Turnpike Co. (previously inc.) allowing change of name to M.&P. RR and may lay track from its terminus in Portsmouth (renamed Middletown) at a jct. with Harrisburg. Mt. Joy & Lancaster RR to turnpike terminus at Marietta.

Suppl. 5-7-1841 extend from Marietta to Columbia and connect with Phila. & Col. RR

Suppl. 1-26-1849 may be sold to Harrisburg, Portsmouth, Mt. J. & L. RR, Columbia to Royalton, 18 miles. (not known if any relationship between M&P and HPMJ&L.

Lancaster, Lebanon & Pine Grove RR Inc. 3-28-1846 See Berks Cnty

Columbia & Octorara RR

Inc. 4-18 1853 Columbia to Washington Boro and Safe Harbor, to connect with Phila. & Balt. Central or any other RR in Lancaster or Chester Cnty.

Wrightsville, New Holland & Conewago RR Inc. 4-19-1853 See York Co.

Keystone RR & Canal Co. Inc. 4-27-1854 See Chester Co.

Octoraro and Quarryville RR Inc. 3-16-1864 See Chester Co.

Ephrata and Lancaster RR
Inc. 3-21-1866 Ephrata to Lancaster.

Farmers' RR Co. of Lancaster and Berks Counties. Inc. 3-30-1866 See Berks Co.

Pequea Valley RR
Inc. 4-4-1866 (enrollment tax not paid until 1868) Quarryville to mouth Pequea Creek.

Delaware River and Lancaster RR Inc. 3-24-1868 See Bucks Co.

Conestoga Valley RR Inc. 2-28-1871 See Chester Co.

Reading, & Chesapeake Coal & Ry. Co. Inc. 3-14-1881 See Berks Co.

Reading, Lancaster & Baltimore RR Inc. 10-30-1891 See Berks Co.

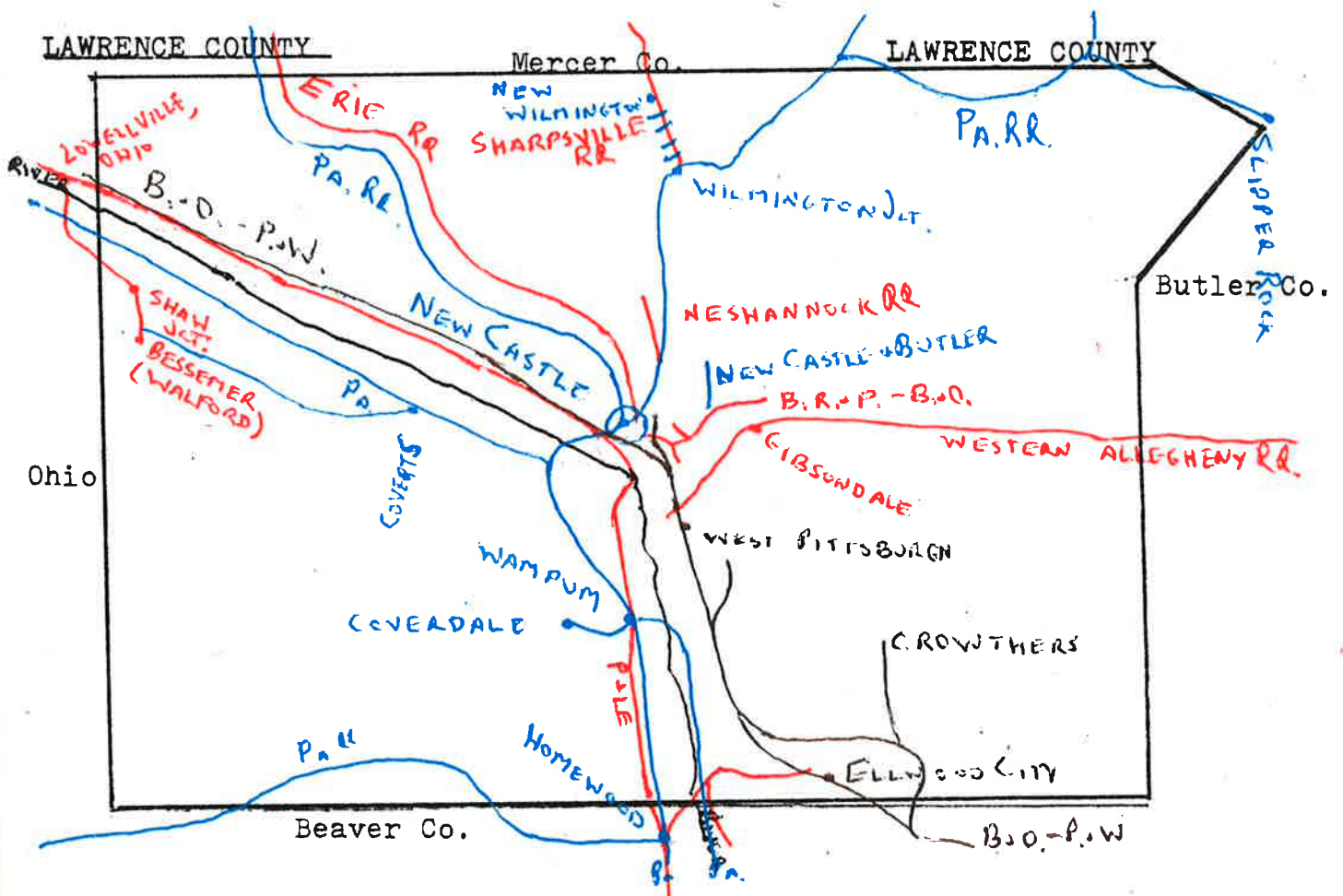
York & Schuylkill RR Inc. 2-2-1892 See York Co.

Philadelphia, West Chester & Lancaster RR Inc. 10-31-1895 See Chester Co.

Lancaster & Ephrata RR
Inc. 2-23-1899 Lancaster to Ephrata, 14 miles. Electric?

Lancaster & Northern RR
Inc. 4-5-1906 Lancaster to Millway on Rdg. Ry. 10 miles. Electric? *Some grading done.*

Schuylkill & Conestoga Valley RR Inc. 8-2-1910. See Berks Co.



Neshannock RR
 Inc. 1-31-1868 New Castle to north line of Lawrence Co. and New Castle and Franklin RR. Owned by Neshannock Coal Co.
 Built prior to 1872 3.8 miles New Castle to coal mine, 42" gauge.
 Sold 1872 to New Castle RR and Mining Co.

New Castle RR & Mining Co.
 Inc. 4-1-1872 to take over Neshannock RR and run New Castle to Harrisville in Butler County, 27 miles.
 Acquired Neshannock RR from New Castle to coal mines, 3.8 miles. 42" gauge. Did no additional construction.
 In 1875 had 3 locomotives.
 Aband. 1888

*? O-4-OT Smith & Porter CN 16 "Joshua Rhodes" Built 1867

New Castle & Butler RR
 Inc. 9-1-1881 and opened 1891 36" gauge, New Castle to Mineral Ridge, 2 1/2 miles. Ran north from Buffalo, Rochester & Pittsburgh RR 3 miles east of New Castle. Owned by Lehigh Portland Cement Co. to haul cement, limestone. Became a plant facility and torn up probably around 1918-1919.
 Locomotives - In 1903 had 3.

O-4-OT	VULCAN	1907	1034
..	1153
..	..	1909	1380
..	PORTER	1912	5116
..	..	1920	5840

Sharpsville RR: See Mercer County

Western Allegheny RR: See Butler County

Buffalo, Rochester & Pittsburgh RR
 See R.O.R.P.P. However, Poores makes no mention of trackage at New Castle although topographic maps have it lettered RR&P. The line was about 7 miles long, and was later closely paralleled by Western Allegheny RR.

Pessemer Limestone & Cement Co.
 This company did not have a line haul railroad. Had 38" gauge railroad in a quarry at Pessemer which began prior to 1900 and operated into the 1930s. They had 11 Heislars and 2 Shays plus other locomotives. A very big quarry operation.

Paper Railroads

New Castle RR
 Inc. 5-31-1836 to connect Conneaut and Beaver RR (inc. in Ohio) at state line to New Castle, Mercer Co.

Mercer & New Castle RR
 Inc. 3-30-1852 Mercer to New Castle, Lawrence Co. or at Enon Valley or New Brighton, Beaver Co. on Penna. & Ohio RR and extend to Ohio state line in Mercer Co.

Cleveland and Mahoning RR
 Inc. 2-11-1853 (Inc. in Ohio 2-22-1848 or 3-21-1851) Lawrence Co. to Ohio and Penna. RR between New Brighton and Ohio State line. Branch from mouth of Mahoning to New Castle Boro. Charter revoked due to inaction 5-4-1864

Nicholson Run & Pine Swamp RR Inc. 4-18-1853 See Beaver Co.

New Lisbon Union RR
 Inc. 4-19-1853 (also inc. in Ohio earlier) state line to Enon Valley Sta. on Ohio and Penna. RR in Lawrence Co.

New Castle & Darlington RR Inc. 3-13-1856 See Beaver Co.

Pittsburgh, New Castle & Cleveland RR Inc. 1-31-1857 See Beaver Co.

Western Junction RR Inc. 4-18-1861 See Crawford Co.

Connoquenessing Valley RR Inc. 3-22-1865 See Butler Co.

Sharpsburg, New Castle & Butler RR Inc. 4-17-1869 See Butler Co.

Lake Erie & Pittsburgh RR Inc. 3-31-1870 See Allegheny Co.

Baltimore, Pittsburgh & Chicago RR Inc. 7-28-1871 See Allegheny Co.

Mahoning and Pittsburgh RR
 Inc. 7-2-1873 from Pa. & Ohio Canal at state line, Lawrence Co. 10 miles to New Castle.

New Castle Ore Co.
 Inc. 9-13-1875 New Castle to ore banks at Frew or Houckas, 8 miles, Lawrence Co.

Connonquenessing RRR Inc. 11-20-1877 See Beaver Co.

Pittsburgh & Chicago RR Inc. 11-4-1878 See Beaver Co.

Pittsburgh, Youngstown and Chicago RR Inc. 12-4-1880 See Allegheny Co.

Prighton and New Castle RR Inc. 3-24-1881 See Beaver Co.

Pittsburgh, Rochester & Sharpsville RR Inc. 8-6-1881 See Allegheny Co.

Shenango and State Line RR

Inc. 9-24-1881 Taylor Twnp on Pitts, Rochester & Sharpsville RR on Shenango River n.e. up Mahoning River to state line. 10 miles

New Castle and State Line RR

Inc. 12-9-1881 New Castle thru Taylor Twnp to Mahoning River to state line, 12 miles.

New Castle Marginal RR

Inc. 3-20-1882 north line of Taylor and Shenango Twnp, Lawrence Co. to New Castle to Nesbannock. 2 miles.

New Castle, Pine Grove and Butler RR

Inc. 9-9-1882 Eastbrook Sta, Oil City & C.RR, Lawrence Co. to Burnett Sta, Butler Co. on Shenango and Allegh. RR, 25 miles

New Castle Southern Ry.

Inc. 11-2-1882 New Castle to Beaver River, boro of Chewton, Lawrence Co. 10 miles.

New Castle & Western RR

Inc. 12-13-1882 moth Connoquenessing Creek, Beaver Co. to Lawrence Jct, Lawrence Co., 15 mi.

New Castle and Salamanca RR

Inc. 1-6-1883 Wampum, Lawr. Co. to New York State line., 130 miles thru Warren Co.

New Castle Northern RR

Inc. 2-1-1883 Lawrence Jct. to New Castle to Sharpsville, 25 miles.

New Castle and Sharpsville RR

Inc. 7-9-1883 New Castle to Wilmington Jct, Lawr. Co. 10 miles

Eastern & Western Air Line Ry. Inc. 8-14-1884 See Jefferson Co.

Wampum and State Line Ry.

Inc. 1-2-1886 Cherton, Lawrence Co. to Ohio at s.w. corner of Darlington Twnp. Beaver Co.

New York & Bloomsburg & Western RR Inc. 3-22-1886 See Carbon Co.

Beaver Falls Marginal Ry Inc. 6-10-1886 See Beaver Co.

Mineral Ridge RR Inc. 6-13-1888 See Beaver Co.

Lawrence State Line RR

Inc. 8-18-1891 at terminus of Mahoning and State Line RR in Mahoning Twnp at state line south to limestone quarry of Isaac R. Miller, Mahoning Twnp, 2 miles

Keystone Northern RR

Inc. 5-17-1892 P&W RR at Wurtenburg to Rose Point, 14 miles.

Allegheny & Lawrence RR Inc. 7-29-1892 See Allegheny Co.

Carbon Limestone RR

Inc. 4-13-1894 Mahoning Twnp at end of Mahoning State Line RR south to Isaac Miller quarry 2 miles

Ellwood Northern RR

Inc. 8-9-1894 Duck Run Br. of P&W RR near Slippery Rock Cr. n.e. up Slipper Rock Cr 4 1/2 miles

Pittsburgh & Northwest RR Inc. 3-12-1896 See Allegheny Co.

Cleveland & New Castle RR

Inc. 3-14-1898 New Castle to state line at Lowellville, 14 miles.

Sharon and Butler RR Inc. 10-29-1900 See Butler Co.

West Pittsburgh Connecting RR

Inc. 4-29-1902 Chewton to New Castle, 9 miles.

Pennsylvania Western Ry. Inc. 1-12-1903 See Armstrong Co.

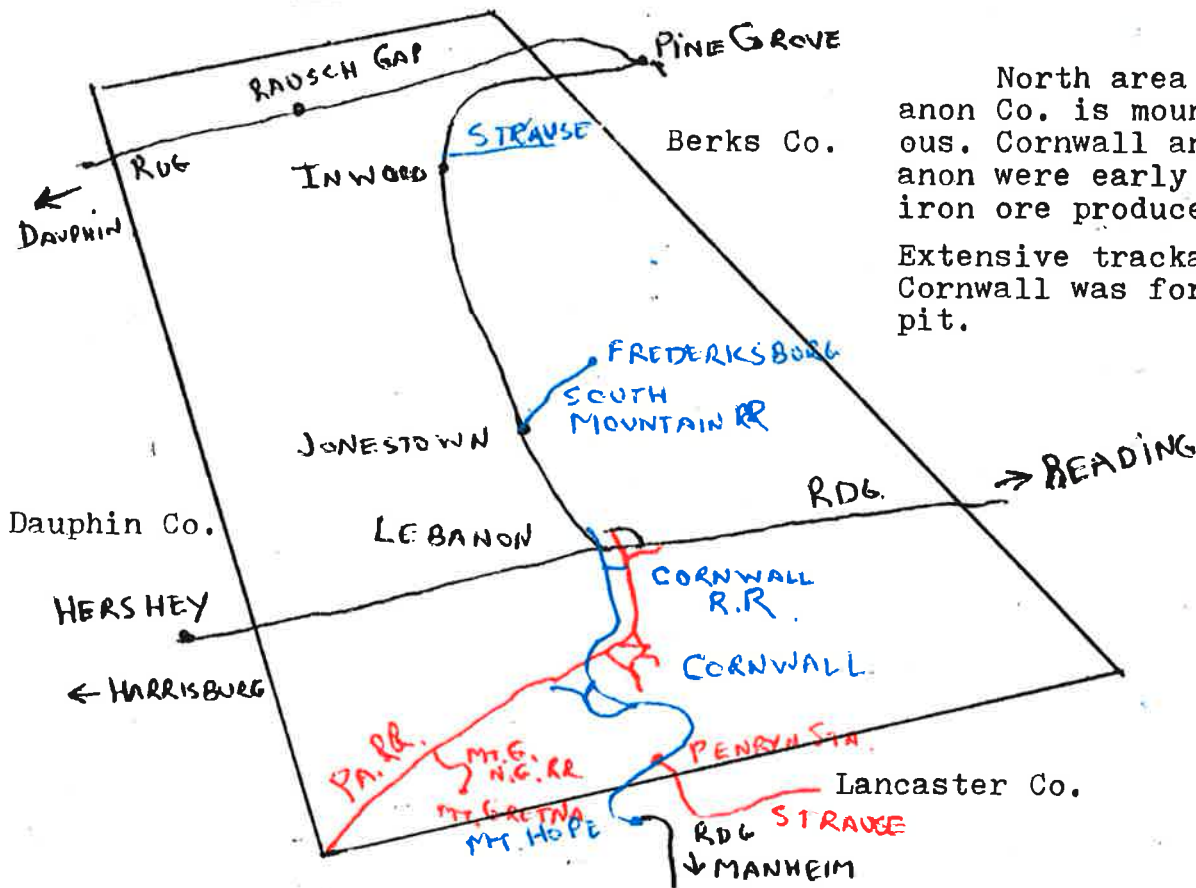
Industrial RR

Inc. 3-6-1905 Western Allegheny RR along Beaver and Shenango Runs to P&E RR cross Shenango Creek, 6 miles

Pittsburgh and Great Lakes RR Inc. 12-17-1909 See Beaver Co.

Pennsylvania and Ohio Belt Line RR

Inc. 12-17-1906 Ohio state line at Ohio & Penna RR to Mahoning Twnp, 3 1/2 miles.



North area of Lebanon Co. is mountainous. Cornwall and Lebanon were early and large iron ore producers.

Extensive trackage at Cornwall was for ore pit.

Mount Gretna Narrow Gauge Ry.

Inc. 5-3-1889 and built by June 25, 1889 Mt. Gretna Park to Governor Dick Mtn, 4 miles, 24" gauge. Owned by Cornwall & Lebanon RR (Pa.RR) and operated only for passengers in summer. Locomotives were numbered in Cornwall & Lebanon RR series but engines were lettered Mt. Gretna Narrow Gauge RR.

Abandoned from military reservation to top Gov. Dick Mtn. in 1894-95. Remainder used for National Guard and vacationers. Op. discontinued 1915 and torn up 1916.

#11	4-4-0	Baldwin	1889	10100	Sc.	1916?
12	"	"	"	10056	"	"
15	"	"	1890	10946	"	"

North Lebanon RR

Inc. 4-2-1850 to run from Coleman's Furnace, North Lebanon Township to Horse Shoe Turnpike in South Lebanon Twp. at the ore banks

Suppl. 4-20-1854 allows extension to any iron works in North Lebanon Twp.

Built Jan. 1854 from Union Canal in Lebanon to Cornwall, 7 miles.

Renamed 4-5-1870 Cornwall RR.

Locomotives:

"Cornwall"	0-6-0	Baldwin	1855	CN 651	15 tons	42" drs.	to Cornwall RR
"Kittatiny"	0-8-0	"	1856	704	22 "	" " "	to Cornwall RR

These locomotives were probably flexible beam engines.

Cornwall RR

Inc. 4-5-1870 as name change of North Lebanon RR. Union Canal (later West Lebanon) to Cornwall, 7 miles.

Cornwall and Mt. Hope RR merged Oct. 1886, Cornwall to Mt. Hope, Lancaster Co., 5 miles. I.C.C. authorized aband. 8-26-1964, 6.4 miles to Mt. Hope.

Cornwall to Mt. Hope abandoned Oct. 1964. In 1962: pelletizing of ore at Cornwall eliminated most of the freight business which had been hauling iron ore from Cornwall to Lebanon and then to Bethlehem Steel Co. Railroad was owned by Bethlehem Steel Co. In 1966 railroad was sold to Reading RR.

Locomotives - see next page

where it was concentrated
In 1962 (?) a conveyor belt and trucks eliminated the railroad in the pits and needs for several engines. continue operations .6 miles at Lebanon 4-16-1968.

ICC auth. aband & Rdg Ry dis-

Cornwall & Mt. Hope RR

Inc. 8-13-1883 to build 6 miles Cornwall to Mt. Hope. Opened 8-18-1884. Operated by the Cornwall RR. Gave a connection to the Reading RR going south for iron ore shipments to steel mills in Harrisburg area.

Merged into Cornwall RR Oct. 1886.

Track abandoned Oct. 1964 after little or no use for many years,

Cornwall RR cont.

Cornwall locomotives:		Early locomotives not numbered	
	"Cornwall" 0-6-0	Baldwin 1855	CN 651 ex North Lebanon RR. Gone by 1873.
	"Kittatiny" 0-8-0	" 1856	704 " Sold to Berks County RR 1873-4.
	"Speedwell" 2-6-0	" 1872	2952 New
	"Cornwall" 0-6-0	" 1873	3377
	"Hopewell" "	" 1878	4296
	" ? 2-6-0 "	" 1880	4953
	"Donaghmore" 0-6-0	" 1883	6665
4	"Saranac" 2-8-0	" 1884	7380
2	"Castle Finn" 4-4-0	" "	7520 Rebuilt with new boiler, cab, and tender
1	"Penryn" 4-4-0	" 1885	7634
5	"Dorrigal" 2-8-0	" 1888	9190
3	"Hopewell" 4-6-0	" 1890	11,329
It is not known what locomotives were purchased from 1890 until 1916. In 1914 it had 6, in 1900 9. Mining increased about 1920.			
7	0-6-0	" 1916	43,345
9	0-8-0	Schen. 1920	61,575
9 (1st)	0-6-OT	Bald. 1882	6261 ex CNJ #709, acquired 1905
9	2-8-0	Schen. 1920	61,576
10	0-6-0	Cooke "	62,545
11	" "	" "	62,546
12	" "	Baldwin 1923	56,724
13	" "	" "	56,737
14	4-4-0	" 1924	57,811 Sold to Tuckerton RR #14, 19
15	2-8-0	" 1925	58,468
16	0-6-0	" 1930	61,352
17	0-8-0	Also	ex Phila, Bethlehem & New England RR

DIESEL LOCO'S see Addenda #5

Following is questionable: (not in Baldwin records)

- #6 Kittatiny Baldwin 4-4-0 about 1889
- 7 Mountaineer " 0-6-0 " " 1887 (see below Cornwall Ore Banks RR)
- 6 4-6-0 Pitts 1891 1230 at P.L.E. #6, 2, 1899. Sold 1912 Kirby Loc. #6

South Mountain RR

Inc. 5-5-1854 Harrisburg, Dauphin Co. to Jonestown, Lebanon County along south side of Blue Mtn. to Rehresburg to Hamburg, Berks Co., 55 miles, with branch Straustown to Reading & Wilmington RR, 20 miles.

Supplement 3-17-1859. Name changed to Harrisburg & Hamburg RR. (see below)

Supplement 5-21-1873. Name changed back to South Mountain RR.

Construction begun 10-3-1872 using South Mtn. RR name. Held up by 1873 panic. 4 miles opened 1878, Jonestown to Fredericksburg.

Poors Manual of 1884 says railroad is part of Pa., Slatington & New England RR, but no mention in PS&NE statement

Abandoned about 1884?
Locomotives - unknown.

Harrisburg & Hamburg RR

Inc. 3-17-1859 as renaming of South Mtn. RR

In 1872 construction begun at Jonestown but using South Mtn. name

Name changed back to South Mtn. RR 5-21-1873

Strause, Samuel

Not Inc. Had two logging railroads in Lebanon County and small saw mills:

Built Inwood up Monroe Creek, 6 or 8 miles, 1916, 36" gauge. Torn up 1923

Built Penryn Park west around west end of Furnace Ridge and then east on south side, 1923. 36" gauge. Closed 1936 and torn up 1941.

- 1 0-4-0 or 0-6-OT from Phila. & Rdg Coal & Iron Co. Returned to them.
- 2 Cl. B Climax Second hand, Scrapped
- 3 2 Tr. Shay 1911 CN 2464 20 tons ex Lycoming Tbr. & Lbr. Sc. about 1941
- 4 Cl. B Climax 1927 1686 25 " New. Sc. about 1941

Iron Ore Operations

Although not railroads, some of these date back a long time with photos in existence

Cornwall Ore Banks Co.

"Mountaineer"	Baldwin	1865	0-6-0	1366	Sc. by 1880
"Conewago"	"	1868	"	1699	Sc. by 1884
"Mountaineer"	"	1880	"	5381	
"Conewago"	"	1884	"	7340	
"Swatera"	"	1885	"	7630	
#5	Baldwin	1907	0-6-OT	31764	Separate coal tender
6	"	1916	0-6-0	44348	
7	Cooke	1918	0-6-OT	59093	Separate coal tender
8	Baldwin	1920	2-6-0	53764	
9	"	"	"	53765	
4	"	1917	0-6-0	45599	
?	Altoona	1891	"	1688	at P. #4, 2, 1907

166. LEBANON COUNTY

<u>G. Dawson Coleman</u>					
"Tip Top"	Baldwin	1859	0-4-0	871	10 tons
"Nimble"	"	1863	"	1162	" "
"Busy Bee"	"	1871	"	2634	14 "

<u>Robt. H. Colman (may not be Lebanon)</u>					
#1	Baldwin	1882	0-6-0	6045	
?	"	1883	"	6682	
? "Thetis"	"	1886	0-4-0	7781	
?	Porter	1889	0-4-4	1043	std. g.

<u>Cornwall Iron Co.</u>					
"Dauntless"	Baldwin	1887	0-4-0	8454	

<u>Lebanon Furnace Co.</u>					
"Nimble"	Schenect.	1899	0-4-0	5219	

<u>Bethlehem Steel Co.</u>					
#2 and #4, 0-6-0	in use in 1936. <u>Paper Railroads</u>				

Reading, Fredericksburg & Susquehanna RR Inc. 6-16-1836 See Berks Co.

Cornwall & Phoenixville RR
Inc. 4-21-1852 Cornwall ore banks, Lebanon County to Phoenixville, Chester Co.

Cornwall RR
Inc. 11-23-1868 Cornwall ore banks or Mill Hill to Lebanon Furnace, 6 miles

Pennsylvania, Poughkeepsie and New England RR Inc. 5-6-1879 See Dauphin Co.

Pennsylvania and New England RR Inc. 5-5-1880 See Dauphin Co.

Reading and Lebanon RR Inc. 8-6-1884 See Berks Co.

Lebanon and Reading RR Inc. 3-21-1890 See Berks Co.

York and Schuylkill RR Inc. 2-2-1892 See York Co.

Pennsylvania Midland RR Inc. 6-20-1894 See Berks Co.

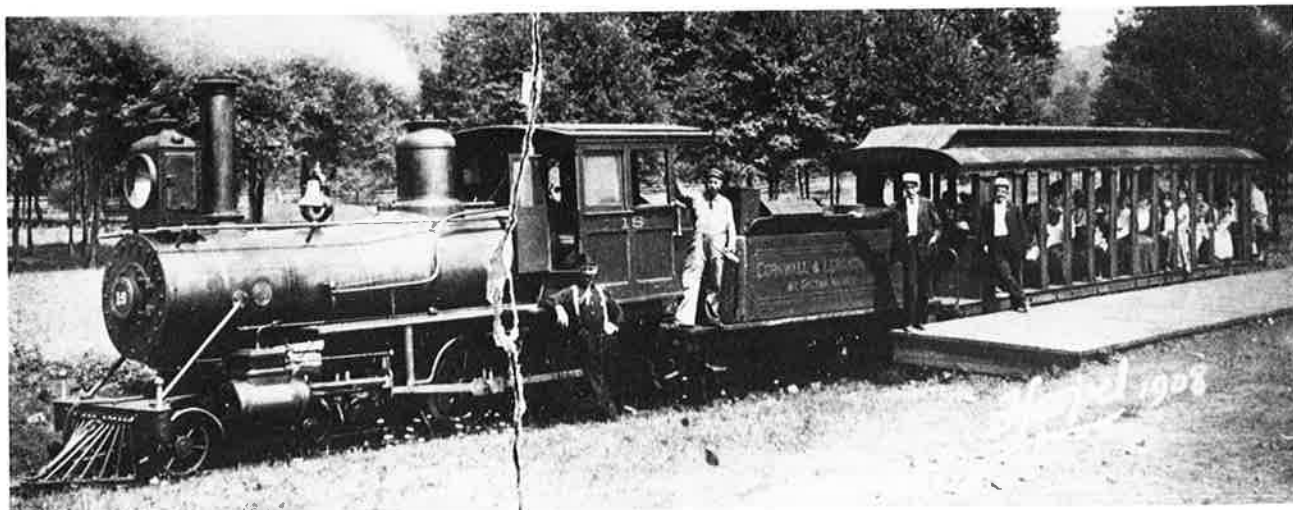
Cornwall and Western RR Inc. 3-8-1901 See Dauphin Co.

Blue Mountain RR Inc. 8-8-1893. See Berks Co.

Harrisburg and South Mountain RR Inc. 8-12-1901. See Berks Co.

RAILROAD MUSEUMS IN PENNSYLVANIA

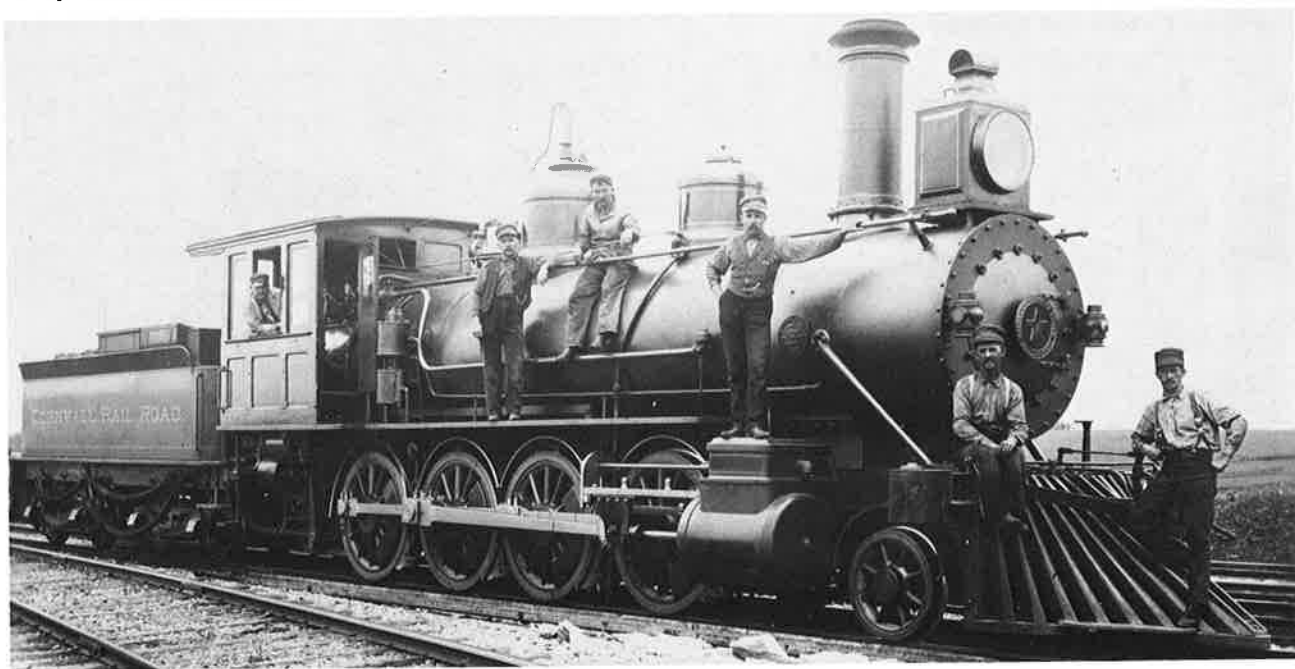
Pennsylvania has had a relatively large number of tourist railroads each with its steam engine or two (but beginning in the 1980s some used diesels). It also has several museums. At Strasburg is the state's museum and at Scranton is the federal museum of the National Park Service which took over the Steamtown collection that had been assembled at Bellows Falls, Vermont by Nelson Blount, and in 1984-85 purchased by a group in Scranton and moved there. A few saddle tank locomotives are scattered around the state, and at Greenville the Bessemer and Lake Erie preserves three engines. The Franklin Institute in Philadelphia has several historic locomotives and accompanying displays. At Corry is a Climax locomotive and at Waynesburg is a narrow gauge 2-6-0 from the former Waynesburg and Washington Railroad. At Altoona is a museum of Pennsylvania material primarily (the Pennsylvania's historic locomotives and cars are at Strasburg). The East Broad Top RR at Orbisonia and the Strasburg RR at Strasburg both have more equipment than average for a tourist railroad and so can be considered museums.



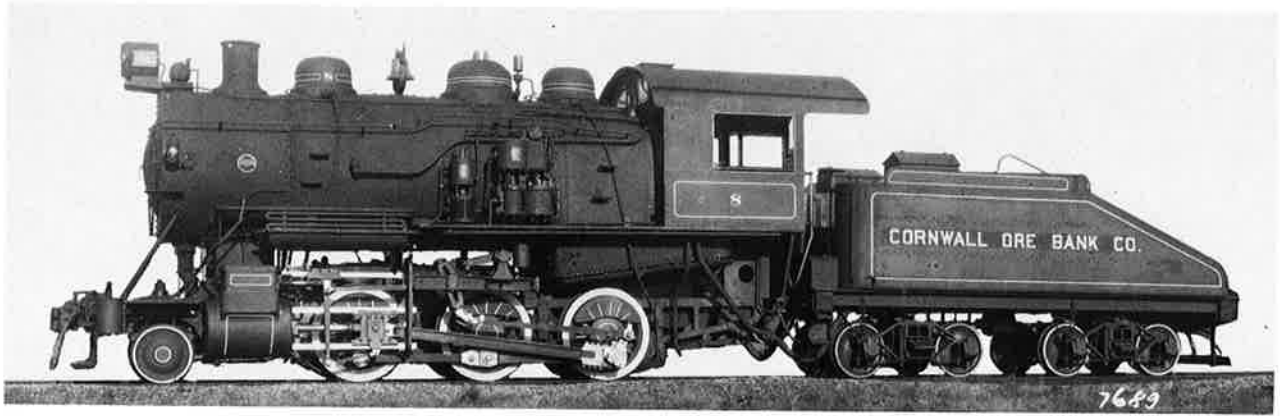
The two foot gauge Mt. Gretna Narrow Gauge Railroad was owned by the Cornwall and Lebanon Railroad. Built in 1890, it was intended to take tourists to Governor Dick Mountain. Business never materialized and until 1915 it hauled tourists and National Guard personnel to a summer military reservation.



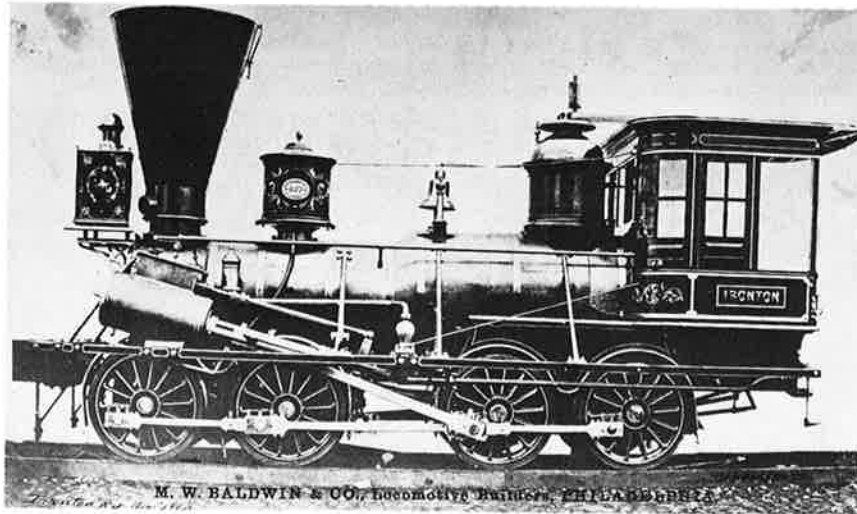
Cornwall Railroad No. 2 may or may not be the same No. 2 built by Baldwin in 1884. If so, it had received a new boiler and tender when this picture was taken. The railroad ran summer passenger excursions from Lebanon to Penryn Park, which was just south of Cornwall.



Cornwall RR #5, "Donegal", built by Baldwin in 1888 and apparently photographed shortly after arrival. Cornwall Railroad hauled ore from Cornwall to the concentrator at Lebanon, handling up to 2000 tons a day prior to 1900 and eventually reaching 10,000 tons daily in the 1920s.



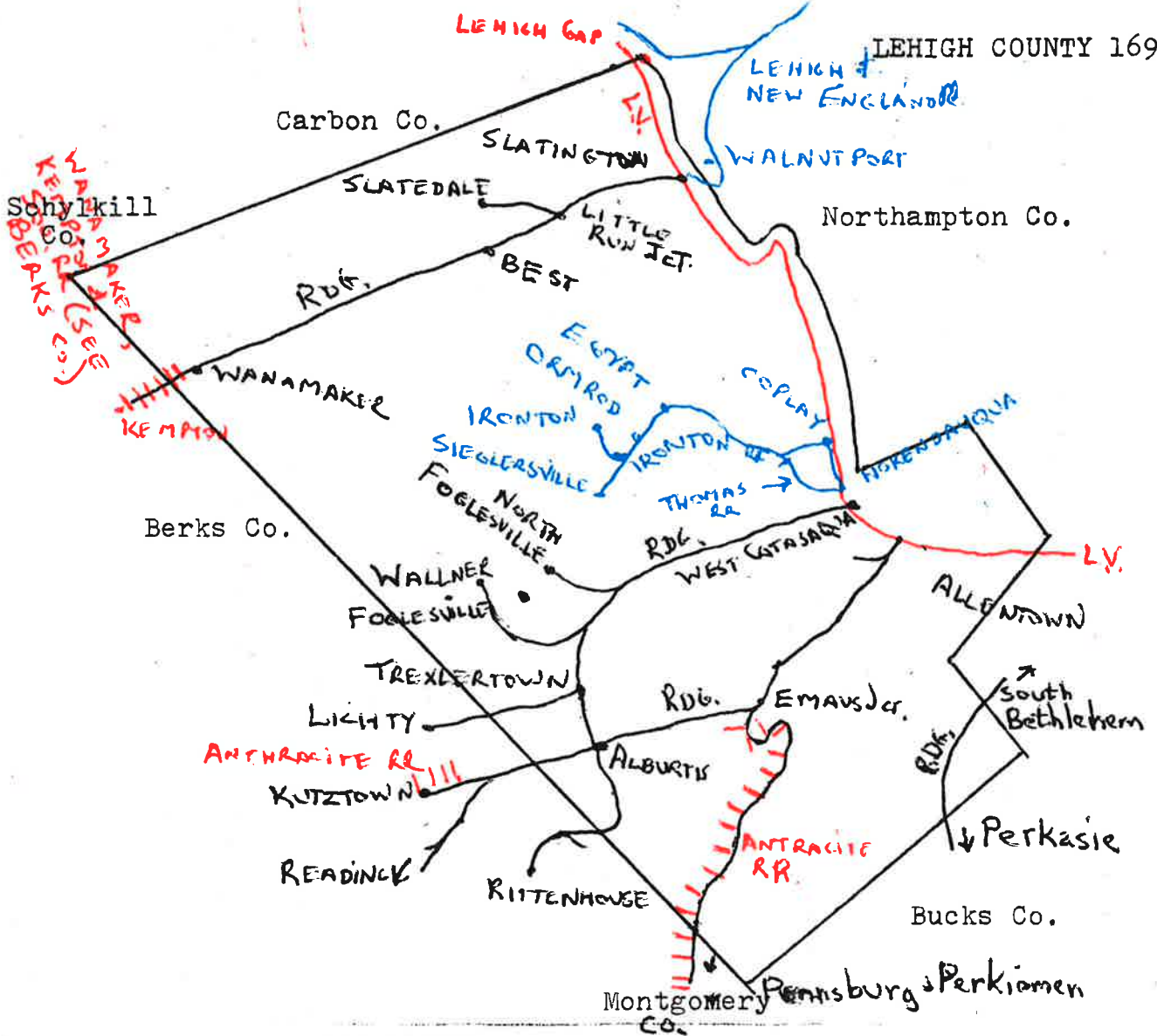
A very chunky 2-6-0 was one of two built by Baldwin in 1920 for the company. It is not known what happened to either engine or when the company was taken over by Bethlehem Steel. Railroad Museum of Penna.



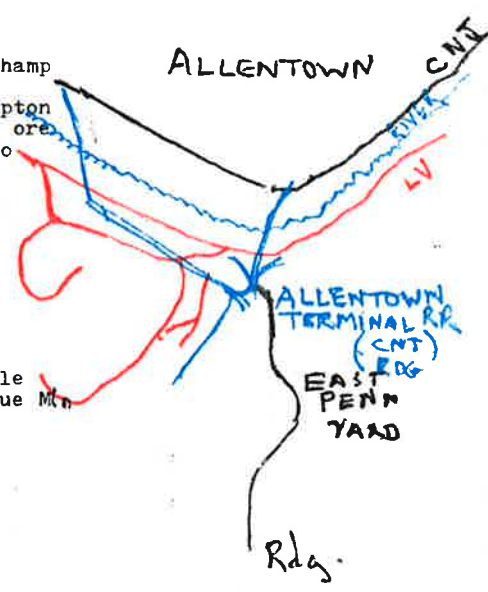
The first Ironton Railroad engine and one of the earliest locomotive builder photos is this Baldwin flexible beam 0-8-0 photographed in 1860. Ornately painted with the builders information painted on the sand dome, the engine hauled iron ore to the Thomas Iron Company.



The Thomas Iron Company at Hokendauqua was one of the early large iron furnaces in Pennsylvania, the company having been incorporated in 1854. By 1869 when this picture of their "Pontiac" was taken at Baldwin, it was the seventh locomotive. The company also controlled the Ironton Railroad which later took over the 1½ miles of the Thomas Railroad.



- Paper Railroads
- Vorristown, Berks & Lehigh RR Inc. 4-7-1832 See Berks Co.
 - Wyoming & Lehigh RR Inc. 4-4-1833 See Luzerne Co.
 - Hamburg, Allentown, Bethlehem & Easton RR Inc. 3-17-1838 See Berks Co.
 - Saucon RR & Mining Co.
 Inc. 5-1-1861 Upper Saucon Twnp mine, Lehigh Co. and Lower Saucon Twnp, Northampton Co. to connection with Lehigh Valley RR and North Penna. RR
 Suppl. 4-13-1867 to construct 2 RRs - from iron works at Hellertown, Northampton Co. to Shrinersville, Lower Saucon Twnp, and from iron works to ore beds in Upper Saucon Twnp. Total not exceeding 15 miles or purchase a RR to Shrinersville.
 - Manufacturers and Consumers Anthracite RR Inc. 3-23-1866 See Berks Co.
 - Susquehanna and Delaware RR Inc. 3-15-1866 See Luzerne Co.
 - Hamburg & Slatington RR Inc. 4-17-1866 See Berks Co.
 - South Side RR Inc. 4-11-1868 See Northampton Co.
 - Pennsylvania & Lehigh RR Inc. 4-3-1872 See Chester Co.
 - Little Lehigh RR
 Inc. 3-6-1873 From jct. of L.V. RR and East Penna RR in Lehigh Co. along Little Lehigh River and Cedar Cr. to Upper Macungie Twnp; Also up Jordan Cr to Blue Mt.
 - Eastern Union RR Inc. 12-19-1872 See Northampton Co.
 - Pennsylvania, Poughkeepsie & New England RR Inc. 5-6-1879 See Dauphin Co.
 - Pennsylvania & New England RR Inc. 5-5-1880 See DAUPHIN Co.
 - Philadelphia and Lehigh Valley RR Inc. 11-22-1883 See Montgomery Co.
 - Slatington RR Inc. 5-31-1888 See Northampton Co.
 - Blue Mountain RR Inc. 8-8-1893 See Berks Co.
 - Pennsylvania Midland RR Inc. 6-20-1894 See Berks Co.
 - Philadelphia, Trenton & Lehigh Valley RR Inc. 3-4-1901 See Bucks Co.
 - Harrisburg & South Mountain RR Inc. 8-12-1901 See Berks Co.



Ironton RR

Inc. 3-4-1859 Ballietville, North White Hall Twnp to I.V.RR or Catasaquua and Foglesville

RR

Suppl. 5-16-1861 Ballietville changed to Ironton and may build branches to iron ore mines. In 1867 had 11 miles from Ironton to orefields.

Fuilt Coplay to Ironton and Sieglersville by 1862.

Acquired Thomas RR 12-4-1917 Coplay to opposite Catasaquua. Had leased Thomas RR 1-1-1908 Stoc' sold to Reading RR and Lehigh Valley RR 4-21-1924 and leased to them 1-1-1925.

Always operated independently with own locomotives.

Aband. ICC auth 9-8-1955 2.6 miles Sieglersville Br. ICC auth. 4-4-1961 1. mile at Ironton to end of track ar farmers coop. Aband. Ironton to Ormrod (about 2 miles) between 1974 & 1984. ICC auth 7-13-1984 8.7 miles (all but 1 mile) Coplay to Ormrod area and Catasaquua to Egypt.

Locomotives:

"Ironton"	0-8-0	Baldwin	1800	977	New
"Coplay"	0-6-0	"	1864	1124	"
?	0-8-0	"	1857	738	ex North Penn RR #7, ac. Dec. 1864
#2	2-6-0	"	1872	2730	New
?	"	"	1881	5708	"

Had 2 locomotives at end of 1882. RR owned by owners of Thomas Iron Co. Continued having only 2 engines until about 1899. Cement industry developed in late 1890s. Had 3 large cement plants, 2 near Coplay and one at Ormrod which closed in late 1950s.

No other new locomotives sold to Ironton RR until 1910 when #29 acquired. It is believed that locomotives from 1882 until 1910 were from Thomas Iron Co.

21	2-6-0	possibly ex	Thomas Iron	#18.	Scrapped
22	"	"	"	#3	Sold to Quakertown & Bethlehem RR #22, 1922-23.
25	0-8-0	Baldwin	1916	42845	New
27	"	"	1919	52595	"
29	"	"	1910	35261	"
Probably no 26 and 28, 23, 24 unless being saddle tankers working cement pits.					
30	2-8-0	Baldwin	1898	16414	ex Rdg. #961, acq. 1923. Out of service 1935. Replaced by #35
31	"	"	1899	16503	"
32	"	"	"	16502	"
33	"	"	1898	16421	"
34	"	"	1899	16509	"
35	"	"	1903	22137	"
36	"	"	"	"	"
37	"	"	1905	26615	"
38	"	Rdg. Ry.	1910	"	"
39	"	"	"	"	"
40	"	Baldwin	1905	26789	"
750	"	"	1948	73853	NEW
751	"	"	1949	74600	NEW. Sc. 1977

Sold PATASCO BACK 1000 hp. RIVER #348, 1967

Thomas Iron Co.

Inc. 4-4-1854 to have an iron furnace at Hokendauqua. No mention of them being able to build a RR to ore deposits. However, a RR was built in 1860s of several (?) miles RR inc. 12-21-1906 as Thomas R.R. For locomotives see Thomas RR

Thomas R.R.

Inc. 12-21-1906 to take over the railroad of the Thomas Iron Co. which had been built in 1860s. West Catasaquua to Lower Coplay, 1.4 miles. Track is about one mile inland from the river at the south edge of Hokendauqua.

Leased 1-1-1908 to Ironton RR.

Merged into Ironton 12-4-1917

Locomotives: Some were narrow gauge for switching the mill including some small electric engines. In 1882 the Thomas family took over the Ironton RR and it is believed that Thomas Iron Co. engines then operated on the Ironton and, when the Ironton began hauling a lot of cement and the iron Burnace was gradually fading, the engines were transferred to the Ironton. The engine numbers do not make much sense. All locomotives bought new.

"Massasoit"	Baldwin	1863	1130	4-4-0	24 1/2 tons	56" dr.
"E.A. Douglas" #4	"	1867	1630	"	27 1/2 "	44" "
"Pontiac" #7	"	1869	1983	2-4-0	11 1/2 "	36" "
"Cinderella" #8	"	1870	2068	0-4-0	6 "	30" "
"Fairy" #9	"	1870	2069	"	"	"
?	Cooke	1872	806	2-4-0	"	"
?	"	1872	817	4-4-0	"	"
?	"	1873	928	2-4-0	"	"
"pawnee" #17	Baldwin	1886	7864	"	"	"
#18	Cooke	1891	2098	2-6-0	48" "	May have become Ironton #21
#3	"	1899	2454	"	"	" #22

#30, 13, 14, 15 Cooke 1882 CN 1444-7, 2-4-0 36" drs. 30" gauge #3 - "SHAWNEE"

Anthracite Ry (Emmaus Jct. to Pennsburg) See Berks Co.

Brader & Brown

Not. Inc.

Built a logging railroad about 1872 in Dennison Twp 3 miles north of White Haven, running 4 or 5 miles northwest by Olympus Pond.

Aband. data, 1880s probably.

Had one locomotive.

- 0-4-0 Baldwin 1872 C.N. 3058 "A. Mitchell" bought new Disposition unknown.

Buck Mountain Coal Co.

Luzerne Co.

Inc. 6-16-1836 to hold 2000 acres in Sugar Loaf and Hanover Twnps./ Inc. with same provisions as Hazelton Coal Co., but no mention of railroad.

Suppl. 4-28-1857 to build a RR to connect with Hazleton or Beaver Meadow RR in Carbon Co. Built - Rockport on canal to Buck Mountain, 4 miles with 600 foot tunnel at Rockport and

planes. Built 1840. Closed 1862 after Lehigh Canal destroyed by flood. 1857 supplement not built. RR built in Carbon County

Locomotives - unknown or may have used horses.

Luzerne, Dallas & Harveys Lake RR

Inc. 1-29-1896 and built 1896 Luzerne to Harveys Lake, 12 miles as a steam RR. Sold and reorg. 1-1897 as Wilkes Barre & Northern RR.

Locomotives- unknown, probably not operated.

S HICKSHINNY COAL & IRON CO. SEE P. 178Wilkes Barre & Northern RR

Inc. 1-29-1896 as reorg. of Luzerne, Dallas & Harveys Lake Ry. Purchased roadbed 12 miles Luzerne to Harveys Lake. Built line 1897

In 1897 proposed to connect with D.L.&W. RR. Had 3 steam locomotives. Connected with Wilkes Barre & Wyoming Valley Traction Co. Foreclosed Aug. 1898

Merged Supt. 1898 to become Wilkes Barre, Dallas and Harveys Lake RR and electrified.

Wilkes Barre, Dallas, and Harveys Lake RR

Inc. 9- -1898 as reorg of Wilkes Barre & Northern RR, Luzerne to Harveys Lake, 12 miles. Electrified 1898-99. Previously steam. Then became an interurban railway serving Dallas and in summer months Harveys Lake.

WYOMING COAL CO. SEE P. 174Wyoming and Pond Creek RR

Inc. 11-9-1897 Sandy Run Jct. to White Haven, 7 miles. Built Sandy Run Jct. to Pond Creek, Luzerne Co. 1.8 miles in 1898 but not put in operation. Operations begun 1904 and discontinued 1907-08. Track torn up after 1910. Had one locomotive.

Lackawanna & Wyoming Valley RR See Lackawanna County

Central Valley RR (L&WVRR)Wilkes Barre RR (L&WVRR)Summit Branch Coal Co.

See Carbon County. Do not known location. Probably eventually became part of Lehigh Valley

Mocanaqua and Eastern RR

Inc. 7-18-1901 Lee, Conyngham Twp to Mocanaqua, 5 miles. Built: Not sure. Not shown on 1910 map. CNJ had trackage rights Lee to West End Summit yard in Mocanaqua in 1912/13 until 1924 or later RR was about 3 miles long Not known if had any equipment or merely operated by C.N.J. Never in Poors Manual.

West Pittston Exeter RR

Inc. 7-16-1925 From Lehigh Valley RR at Forest Castle to Stanton in Luzerne Co and built in 1926 to serve new power plant In 1927 extended 1 mile to DL&W at West Pittston. Had locomotives. of Penna. Power Light. POWER PLANT CLOSED 1971-2 Sold 3-1974 to Lehigh Valley RR.

TRACK PARTLY WASHED OUT JUNE 1972 RR also served 2 or 3 industries.

1 0-4-OT Used by the contractor building the RR

2

3 " " , but retained. Built by Vulcan. Co. 1952 4481

4 0-6-0 Schen. 1906 110812 ex Lake Shore & Mich. Sou. Acquired from Ohio Power Co. 1926-7

5 2-6-0 Baldwin 1920 53947 ex Mount Hope Mineral #4, Middletown and Unionville #5.

6 660 hp Schenectady 1950 78394 diesel. SENT TO P&L PLANT AT SHAMOKEN DAM

WAPWALLOPEN RR: 1 on 2 miles at Wapwallopen, 42" ga. in 1870s. Private. Owned by DUPONT Powder Co. Bought new loco. from Grice & Long in 1870s.

Sugarloaf & Hazleton RR

Inc. Took over operation of Conrail former LV line from Harleight Jct. near Hazleton to Gowen Colliery on 7-24-1983, 3.8 miles. Handles coal only.

#183 END SW 7 1200 HP 1951 ex CONRAIL 8917

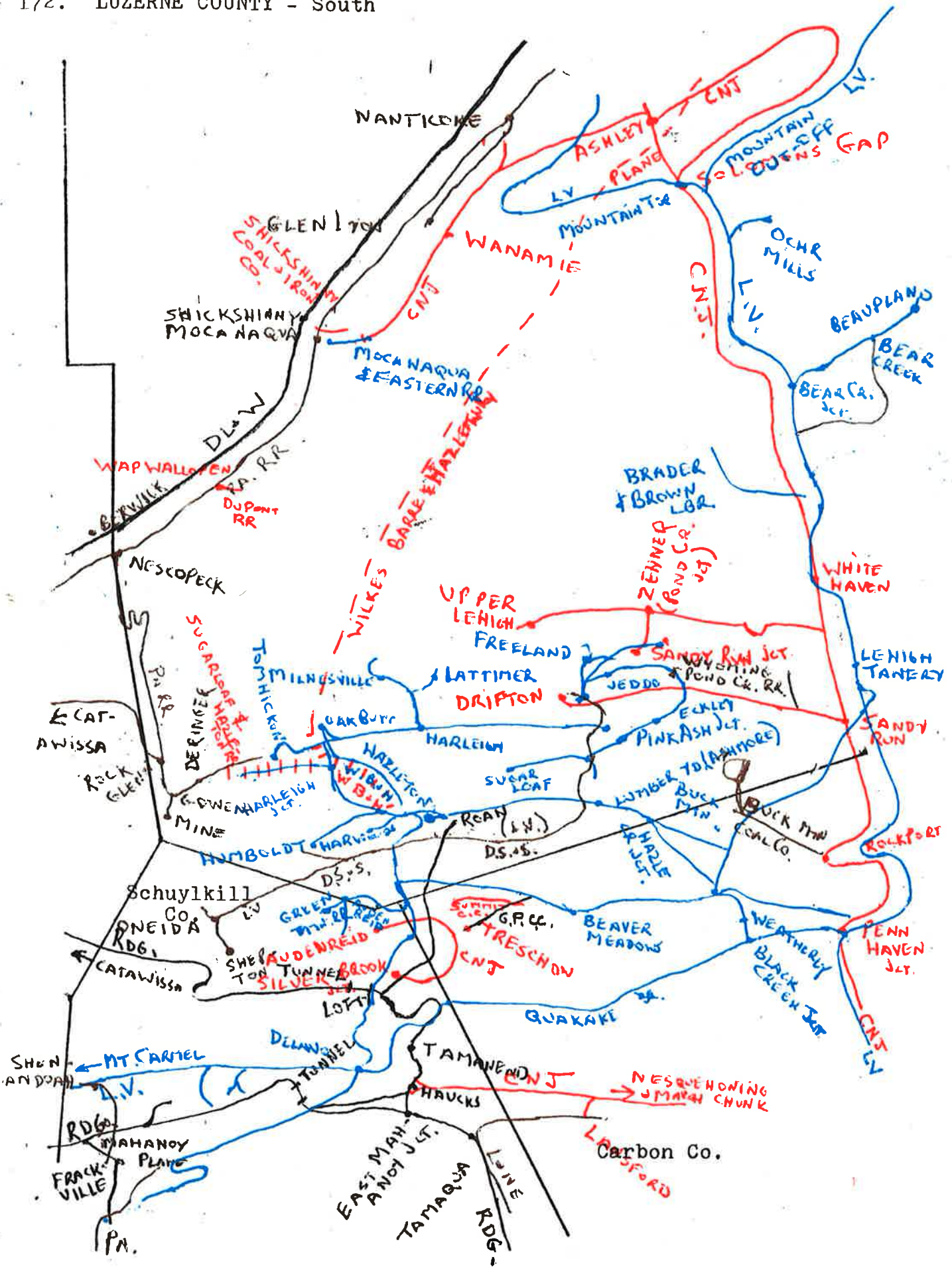
Pocono Northeast RR See Lackawanna County

Wilkes Barre & Hazleton Ry

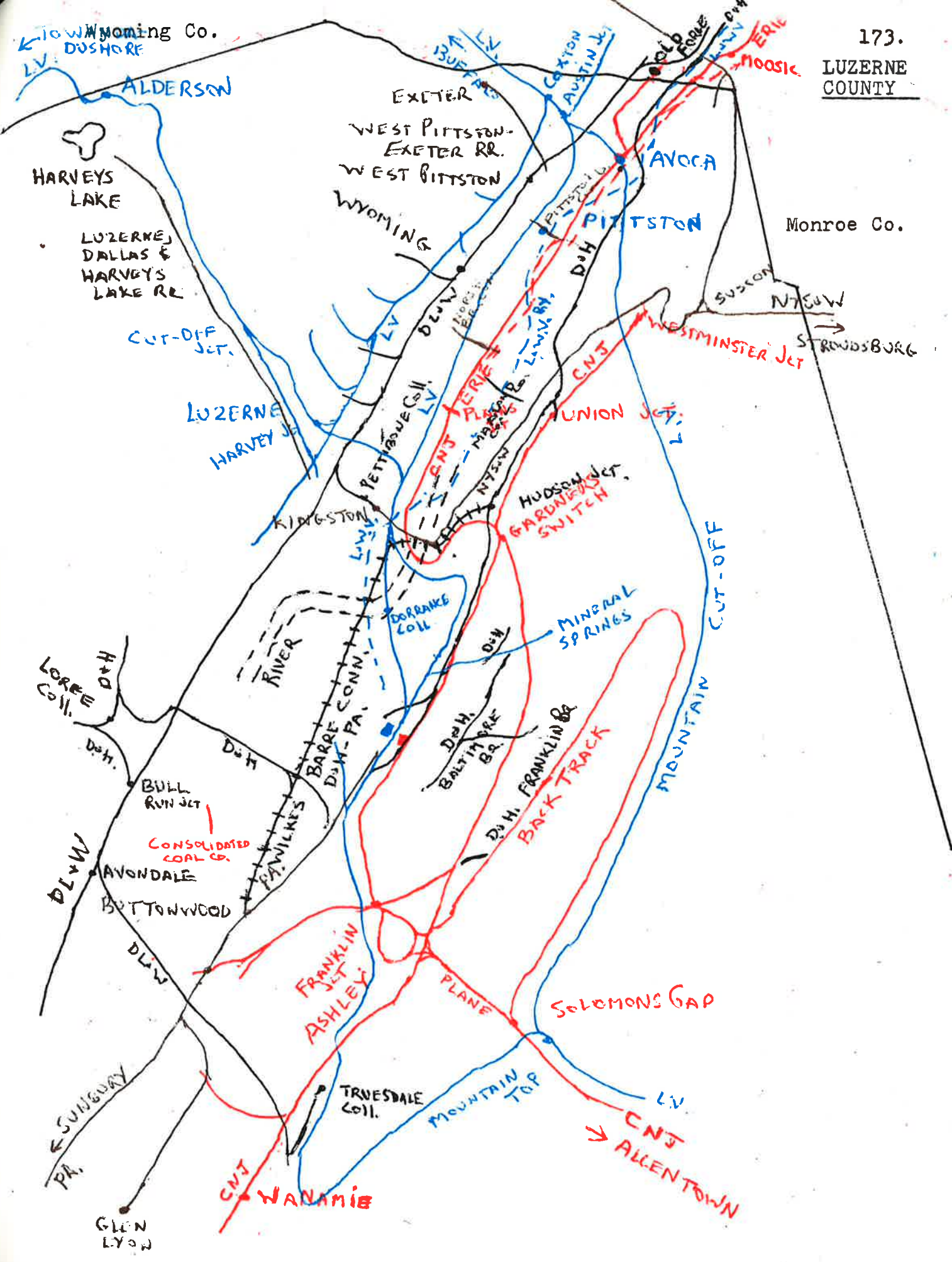
In 12-1201899 Wilkes Barre to Hazleton electric interurban, 30 miles. Opened 1903. Operation discontinued 1933 and aband. 1934 except 2 miles at West Hazleton north over Black Creek viaduct to Oak Bur where a connection was made with L.V. Sold to L.V.

In 1912 bought an electric loco to handle coal, ashes, and box car frt:

#400 G.E. 1912 c.n. 3815, Alco c.n. 51031, 60 tond. Sold 1933 to Ohio Public Service Co.



W. Wyoming Co. DUSHORE



Monroe Co.

STROUDSBURG

CUT-OFF

BACK TRACK

MOUNTAIN

C&N ALLENTOWN

WANAMIE

FRANKLIN JCT. ASHLEY

SOLOMONS GAP

MOUNTAIN TOP

GLEN LYON

BUTTOWOOD

AVONDALE

BULL RUN JCT.

D&H

PAVILKES

BARE CONN. D&H-PA.

BALTIMORE BR.

D&H FRANKLIN BR.

MINERAL SPRINGS

HUDSON JCT. GARDNER'S SWITCH

UNION JCT.

C&N

WESTMINSTER JCT.

SUSQUEHANNA RR

NYS&W

WYOMING

WEST PITTSBURGH-EXETER RR. WEST PITTSBURGH

EXETER

AVOCOA

PITTSBURGH

CUT-OFF JCT.

LUZERNE HARVEY RR

LUZERNE, DALLAS & HARVEYS LAKE RR.

HARVEYS LAKE

ALDERSON

W. Wyoming Co. DUSHORE

Paper Railroads

Susquehanna & Delaware Canal & RR Co.

Inc. 4-3-1826 to build a canal or RR from Susquehanna River near the mouth of the Lackawanna River in Luzerne Co. to the Delaware River near Water Gap and along the Delaware River to Bucks County to the Delaware and Raritan Canal near Durham Creek. A branch RR or canal may go to Wilkes Barre. The grade of the RR may not exceed 2°. The RR can construct its own cars to transport people and freight and must allow people who have suitable vehicles to use the RR upon paying tolls at the rates for that carried in company carriages.

Suppl. 4-15-1828 Company may hold coal lands in Pittston and Providence Twp not to exceed 1000 acres.

Suppl. 1-25-1831 RR may be extended along the Delaware River only to the Lehigh River. 2° grade is repealed. The RR may construct incline planes.

Suppl. 4-12-1843 may construct temporary RR at summit between Susquehanna and Delaware Rivers to Water Gap, Monroe Co. and also from the Summit of the Lackawanna River.

Wyoming and Lehigh RR

Inc. 4-4-1833 Wilkes Barre to Lehigh River near Wrights Creek and to extend to Easton. May intersect the Beaver Meadow RR.

Susquehanna RR Inc. 4-9-1833 See Bradford Co.

Catawissa and Towanda RR Inc. 4-1-1836 See Bradford Co.

Laurel Hill Coal Co. Inc. 6-16-1836 See Carbon Co.

Northampton and Luzerne Coal Co. Inc. 6-16-1836 See Carbon Co.

Mountain Coal Co. Inc. 2-28-1838 See Carbon Co.

Stafford Coal Co. Inc. 3-3-1838 See Carbon Co.

Plymouth Coal Co.

Inc. 4-16-1838 to hold 2000 acres in Kingston and Plymouth Twnps, Luzerne Co. and build a RR to North Branch canal, Nanticoke canal basin or Lehigh and Susquehanna RR.

Wyoming Coal Co.

Inc. 4-16-1838 to hold 2000 acres coal land in Twnps of Newport, Pittston, Hanover, and Wilkes Barre and build a RR from them to Lehigh and Susquehanna RR, Luzerne Co. with right to charge tolls.

BUILT FROM JUST NORTH OF NANTICOKE EASTWARD UP NANTICOKE CREEK 2-3 MILES IN 1840. TORN UP BY 1850, NO LOCUS? (MAYBE 1850s)

Hanover Coal Co. Inc. 2-6-1839 See Carbon Co.

Potosi Coal Co. Inc. 6-24-1839 See Carbon Co.

Middlefield Coal Co. Inc. 5-29-1840 See Carbon Co.

Diamond Coal Co. Inc. 3-19-1841 See Carbon Co.

Black Creek Iron & Coal Co. Inc. 4-3-1841 See Carbon Co.

North Branch Coal & Iron Co. Inc. 3-25-1842 See Carbon Co.

Luzerne and Schuylkill RR

Inc. 4-8-1840 connect with Lehigh and Susquehanna RR near White Haven to Tamaqua area to connect with Schuylkill Valley RR; Little Schuylkill & S. RR.; or Little Schuylkill Nav. RR Co.

Suppl. 5-5-1852 may extend from any point on Lehigh River to Wilkes Barre and connect with Wilkes Barre and Scranton RR. Southwestern terminal to be within one mile of Quakake and Beach Creeks, Carbon Co. RR renamed Philadelphia and North Branch

Wilkes Barre Coal Co.

Inc. 3-17-1849 to hold 2000 acres in Wilkes Barre and Hanover Twnps and build a RR to the Lehigh & Susquehanna RR or canal.

Central Coal Co.

Inc. 4-10-1851 to hold 3000 acres in Luzerne and Sullivan Cos. and build a RR to North Branch Canal or a plank road.

Suppl. 4-2-1853 build a RR from coal lands in Pittston, Lackawanna, Providence, or Blakely Twp, Luzerne Co. to DL&WRR or LVRR.

Philadelphia and North Branch RR

Inc. 5-5-1852 as renaming of Luzerne & Schuylkill RR. Quakake and Beach Creeks on Lehigh River, Carbon Co. to Wilkes Barre.

Delaware, Lehigh & Wyoming Valley RR Inc. 3-14-1853 See Monroe Co.

Butler Coal Co.

Inc. 4-18-1853 to hold 1000 acres in Pittston and Wilkes Barre Twnps and build a RR, not over 5 miles from mines to any RR or canal.

Miners RR

Inc. 5-7-1855 Erie and Susquehanna Coal Co. in Luzerne Co. to Lackawanna & Bloomsburg RR

Consolidated Coal Co.

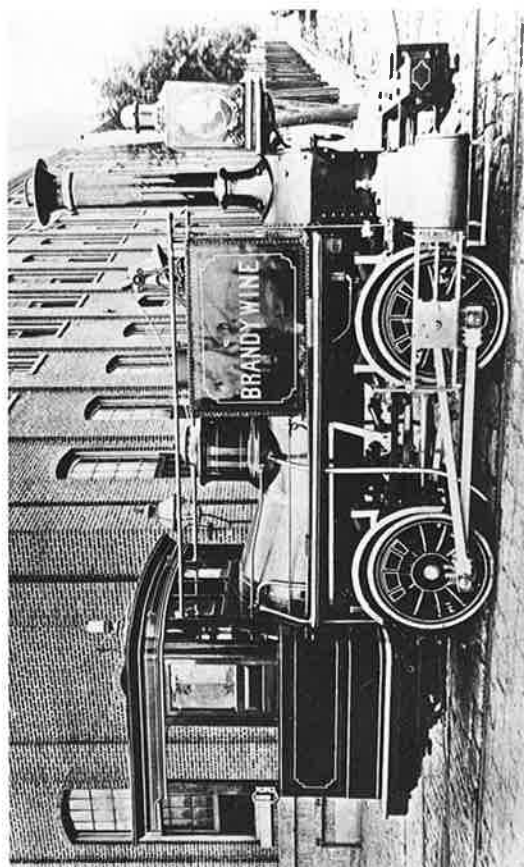
Inc. 4-1-1856 Hanover and Wilkes Barre Twnps and build a RR from coal field to canal or any RR within 5 miles. *BUILT 1-2 MILE RR FROM CANAL, ABOUT 3 MILES SOUTH OF WILKES BARRE, GONE BY 1870. USED HORSES,*

Wyoming and Susquehanna Valley RR Inc. 5-13-1856 See Carbon Co.

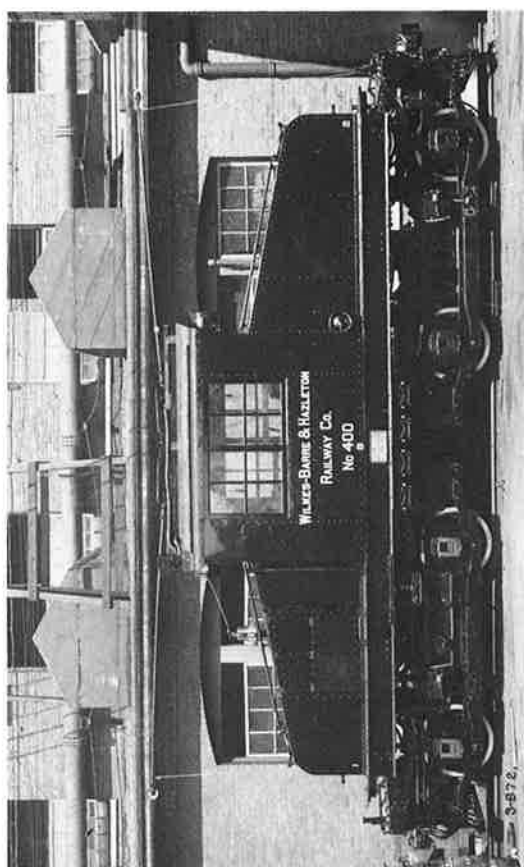
Mountain Coal & Iron Co. Suppl. 5-21-1857 See Carbon Co.

Council Ridge and White Haven RR

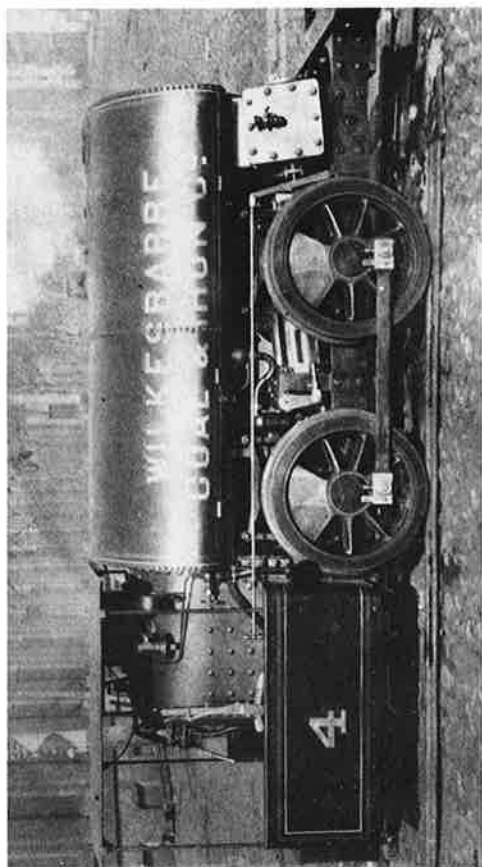
Inc. 3-10-1859 Lehigh Luzerne RR north of tunnel thru Council Ridge to White Haven, Luz. Co.



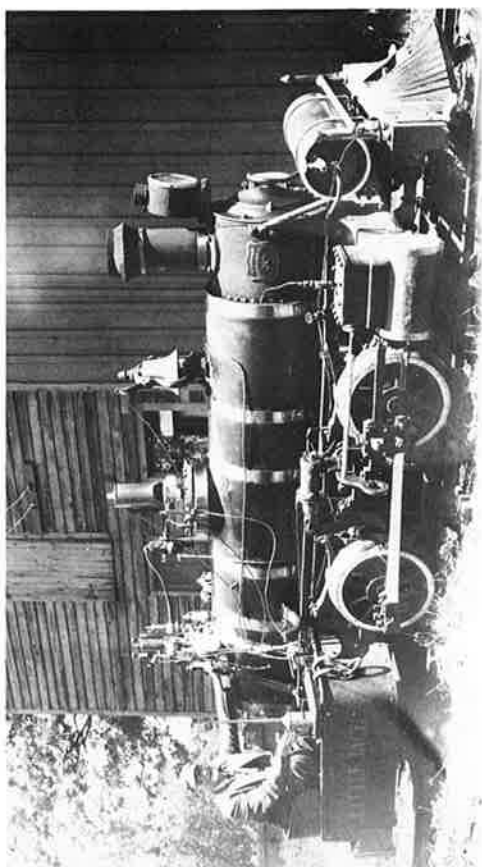
Thomas Norrell
At Moconagua in Luzerne County on the Susquehanna River was the Moconagua Coal Co. which in 1867 purchased this seven ton locomotive, c.n. 1143, and soon after a sister engine, the "Moconagua". The photograph was taken at the Baldwin Locomotive Works in Philadelphia just outside the paint shop. Note the painting on the head light. The engines probably moved small coal cars from the mine down to the river and canal a mile or two away.



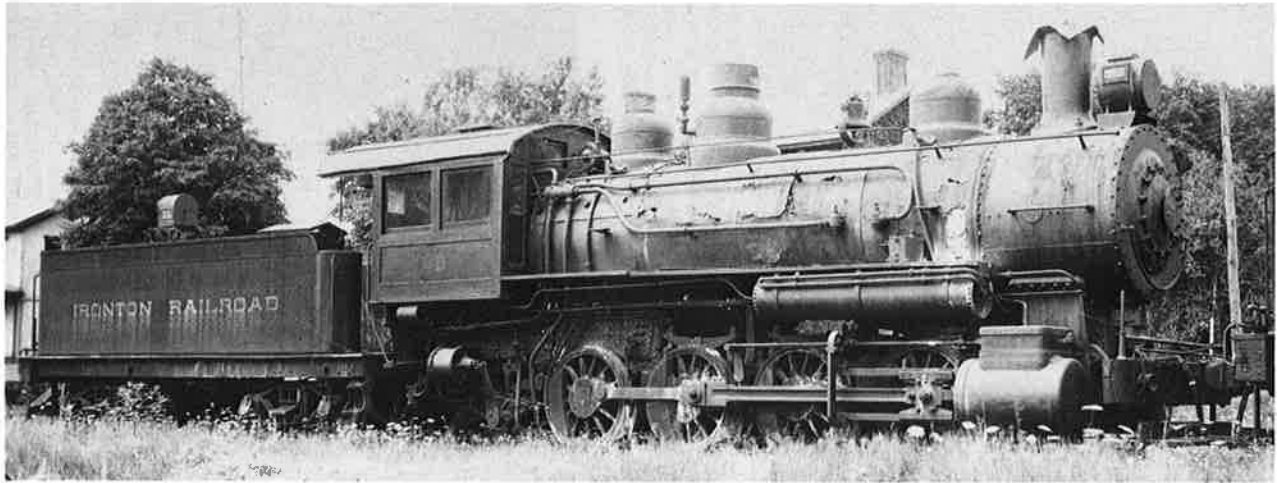
Alco Historic Photos
Two interurban railways in Pennsylvania had freight locomotives, the Lackawanna and Wyoming Valley and the Wilkes Barre and Hazleton, both serving Wilkes Barre. This engine was built by Alco and G. E. in 1912, G.E. c.n. 3815, and weighed 60 tons. As freight business never developed on the interurban as hoped for, the locomotive was later sold to the Ohio Public Service Co., No. 80. Compare the simplistic paint job on this engine to the Brandywine.



Clinton T. Andrews
The buildings behind Wilkes Barre Coal & Iron Co.'s #4 are the same as the Brandywine. This little mine engine probably burned anthracite coal and worked inside the mines instead of mules which most mines used. The engine is less than five feet high.



"Little Jack", formerly an anthracite mine locomotive, fully restored by its owner, John Vaughan, at his home in Kingston in 1938. Mr. Vaughan was the first railfan to purchase his own locomotive when he got this engine and the Lehigh Valley's "Dorothy". The locomotive was built by Vulcan and unfortunately was scrapped for a World War II scrap drive.



Ironton Railroad No. 25, built in 1916, waiting scrapping only 19 years later. After iron business diminished around 1900, cement took its place, but the Depression saw little need for cement.



In 1932 the Vulcan Iron Works at Wilkes Barre, which had long been building industrial steam and gasoline locomotives, took an idea originated by the Davenport Locomotive Co. back around 1906 and came out with its Duplex. The 0-4-4-0 had cylinders mounted on the engine truck. Unfortunately, the swivelling steam pipe joints could not be kept tight. Vulcan built six in 1932 and 1933. All went to anthracite coal strip mine operations, A. E. Dick at Audenreid and Parsons bought 3, Hill and Suender Company at Natalie bought two, and Haddock Mining at Silver Brook bought one. As with Heisler geared engines sold at the same time to strip miners, their operating life was short, and none were still in operation by 1940. This is #4162.



West Pittston-Exeter Railroad No. 4 in the 1940s hauled coal to the electric power plant at Stanton.

Wm. S. Young

Wilkes Barre & Philadelphia RR

Inc. 4-4-1863 from Little Schuylkill Navigation RR & Coal Co. near Tamaqua up East Branch Little Schuylkill and down Black or Nescopeck Creek to Wilkes Barre.

West Buck Mountain Coal & Iron Co. Inc. 3-4-1864 See Columbia Co.

Honeybrook Coal Co. Inc. 4-23-1864 See Carbon Co.

Susquehanna & Hudson RR

Inc. 5-3-1864 mouth Lackawanna River or mouth of Springbrook to mouth of Bushkill Creek on Delaware River, Pike Co.

Wilkes Barre Coal & Iron Co.

Inc. 6-8-1864 to hold 3000 acres in Luzerne Co. and build up to 5 miles of RR
Suppl. 3-9-1865 Consolidated Coal Co. merged into it. (Don't know if track laid.)

Upper Lehigh Coal Co. Inc. 3-16-1865 See Carbon Co.

Valley Coal Co.

Inc. 3-16-1865 hold 2000 acres in Luzerne Co. and build RR up to 10 miles.

Nottingham Coal Co.

Inc. 3-21-1865 to hold 1000 acres in Luzerne Co. and build RR up to 10 miles

Sugar Cabin Coal & Iron Co. Inc. 4-18-1865 See Columbia Co.

Susquehanna & Delaware RR

Inc. 3-15-1866 near Wilkes Barre to Easton or further up the Delaware.
Suppl. 4-11-1867 construct to any point in Wayne Co.

Haverhill Coal & Iron Co.

Inc. 4-3-1866 to hold 2000 acres in Luzerne Co. and build RR up to 10 miles.

Farmers Coal & Iron Co.

Inc. 4-17-1866 to hold 2000 acres in Luzerne Co. and build RR up to 10 miles.

Continental Iron & Coal Co.

Inc. 4-21-1866 to hold 3000 acres in Luzerne and Lycoming Cos. and build RR not exceeding 20 miles to connect with existing RR.

Glenwood Coal Co.

Inc. 1-11-1867 to hold coal land and build RR not over 30 miles in Luzerne Co.

Pittston RR & Coal Co. Inc. 4-11-1867 See Lackawanna Co.

Hillside Coal & Iron Co. Inc. 4-12-1867 See Lackawanna Co.

Granby Coal Co.

Inc. 4-15-1867 to hold 5000 acres in Luzerne Co. and build RR up to 10 miles.

Lehigh and Eastern RR, Ry

Inc. 3-10-1868 Hazleton to Delaware River, from Danville, Hazleton and Wilkes Barre RR at Tomhickin, Luz. Co. to Port Jervis, 98 miles. To give direct route from Pittsburgh to Boston, avoiding Phila. and New York and saving 77 miles. Some grading done by 1876.
Foreclosed 3-17-1888. Reorg. 3-29-1888 as L. & E. Ry.
Foreclosed 3-18-1889. Reorg. 6-25-1889 as Penn., Lehigh & Eastern RR.
Foreclosed 5-18-1894 and reorg. as Delaware and Anthracite RR 6-23-1894

Shawnee Coal & Iron Co.

Inc. 4-4-1868 to hold 2000 acres in Luzerne Co. and build RR up to 10 miles.

Luzerne Coal & Iron Co.

Inc. 4-11-1868 to hold 3000 acres in Luzerne Co. and build RR up to 5 miles.

Powell Tract Coal Co. Reorg. 2-24-1869 See Columbia Co.

Western Anthracite RR & Coal Co. Inc. 2-24-1869 See Columbia Co.

Hunlock's Creek & Muncy RR Inc. 4-15-1869 See Columbia Co.

Union Iron, Coal & Mfg. Co.

Inc. 4-4-1872 to hold 5000 acres in Luzerne Co. and build RR up to 10 miles long.

Wyoming and Sullivan RR

Inc. 3-10-1873 Tunkhannock, Wyoming Co. on Pa. & N.Y. Canal & RR Co. along Bowmans Creek in Wyoming, Sullivan and Luzerne Co. to Long Pond, Luzerne Co.

Pennsylvania Inland RR Inc. 6-20-1873. See Lackawanna Co.

New York and Pittston RR

Inc. 5-20-1879 Pittston, Luzerne Co. to Hawley, Wayne Co., 47 miles

Wilkes Barre, Pittston & New York RR

Inc. 4-6-1880 Wilkes Barre to Pittston to Hawley, 56 miles.

Pennsylvania, Lehigh & Eastern RR

Inc. 6-25-1889 as reorg. of Lehigh & Eastern Ry. Foreclosed 5-18-1894 and reorg. 6-23-1894 as Delaware and Anthracite RR.

Wilkes Barre and Williamsport RR Inc. 11-26-1889 See Lycoming Co.

178. LUZERNE COUNTY Paper Railroads cont.

Lehigh & Western RR Inc. 5-12-1891 See Columbia Co.

Tomhickon, Milnesville & Eastern RR
Inc. 4-27-1892 Tomhickon to Milnesvilles, 8 miles

Philadelphia, Honesdale & Albany RR Inc. 3-20-1893 See Carbon Co.

Marcey RR

Inc. 8-3-1893 LV RR at Elmwood Colliery to Pittston Mountain Cut-off of LVRR, 1 1/4 miles

Susquehanna Ry.

Inc. 8-25-1893 Plymouth to Wilkes Barre, 4 miles Electric.

Delaware and Anthracite RR

Inc. 6-23-1894 to take over Lehigh and Eastern RR.
Foreclosed 4-20-1899 and reorg. as Peoples Ry. Co. 6-16-1899.

New York, Wyoming and Western RR

Inc. 5-9-1898 opp. Belvidere, N.J. to Pittston, 80 miles.

Peoples Railway Co.

Inc. 6-16-1899 to take over Delaware and Anthracite RR. Foreclosed 1904 and reorg. as
Wilkes Barre East and West Ry.

Northumberland & Nanticoke RR Inc. 4-3-1901 See Northumberland Co.

Shickshinny & Huntington Valley RR

Inc. 9-10-1901 Shickshinny to Harveyville, 7 miles. Electric?

Wilkes Barre Terminal RR

Inc. 10-5-1903 Wilkes Barre to Ashley, 3 1/4 miles.

Wilkes Barre East and West Ry.

Org. 6-15-1904 from Peoples Ry. foreclosed 5-4-1904. Foreclosed 6-13-1914 and reorg. as
Wilkes Barre Short Line Ry 6-16-1914

West Shore RR

Inc. 1-31-1910 Wilkes Barre to Pittston, 10 miles

Wilkes Barre Short Line RR

Inc. 6-16-1914 as reorg. of Wilkes Barre East and West Ry

Nanticoke and Newport RR

Inc. ? (no page number of microfilm) . PUC said corp. dis. 1895-96

PITTSSTON COAL CO. BUILT 1840s or '50s A HORSE TRAM FROM CANAL
JUST SOUTH OF PITTSSTON DUE EAST 1 or 2 MILES. GONE BY 1870

MARYLAND COAL CO. BUILT 1840s or '50s A HORSE TRAM TO DOWN TRACK
OF PENNA. COAL CO. ABOUT 1 1/2 MILES NORTH OF PLAINS JCT.

Many communities owe their creation to a railroad, but for those at which the railroad located a division point with roundhouse and yard and the repair backshop, the railroad was often the primary employer. At Scranton the Lackawanna probably had about 3500 employees during the teens what with their backshop with 1000 workers, freight car repair facility, and the division point for crew changes and all the helper crews. However, Scranton was not a railroad town, per se, because coal mining was the primary occupation.

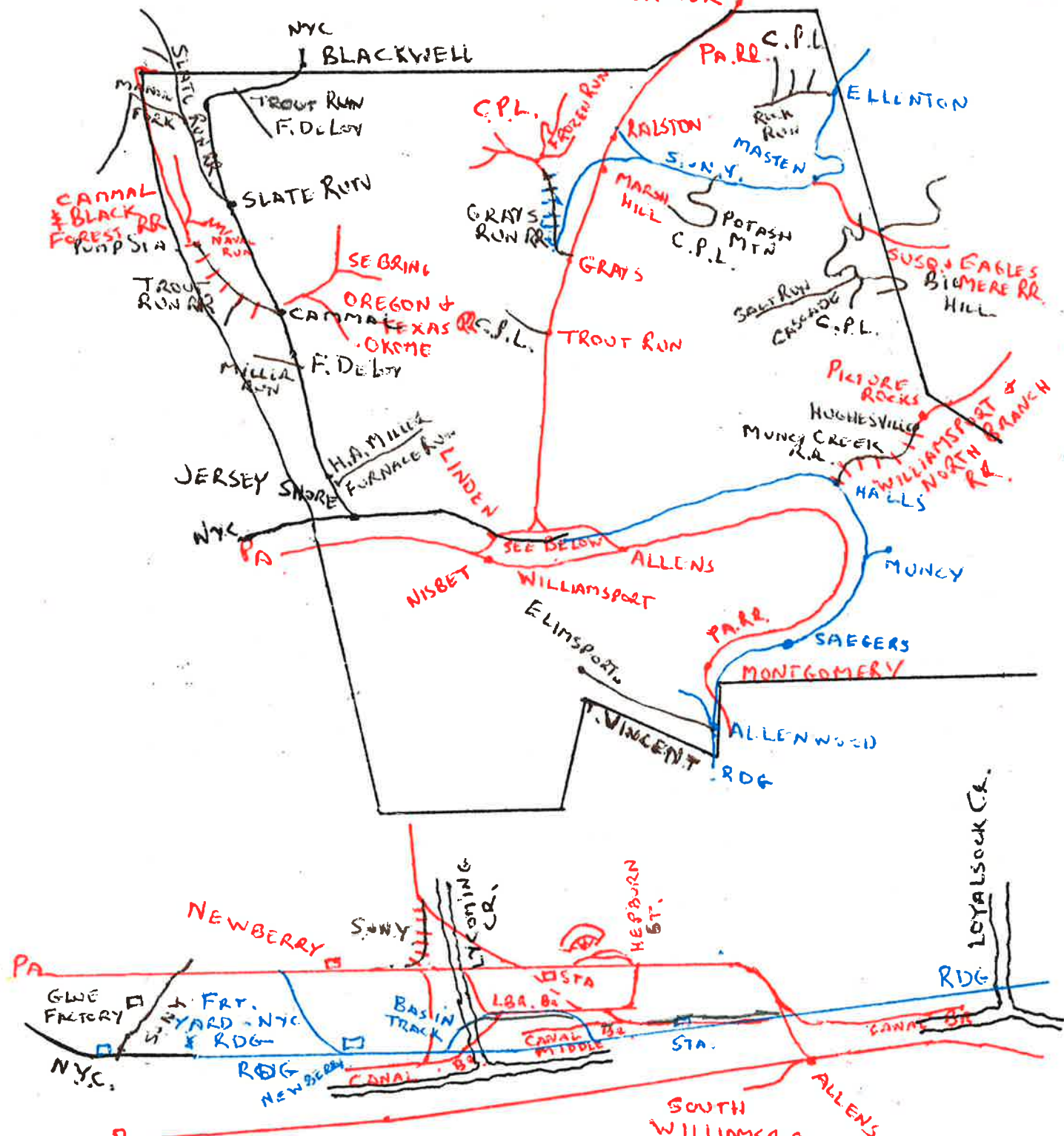
Other railroads had large shops in the state. The Lehigh Valley had their shops at Sayre after 1900 when, like the Lackawanna, they gradually consolidated repair work at one point. In the 1870s the town of Delano had been a LV railroad town. Located in the coal fields and named for an ancestor of President Franklin Delano Roosevelt, it had the shops, engine terminal, and yard for the coal fields of the LV. Everyone in Delano worked for the railroad.

The Buffalo, Rochester & Pittsburgh had their big shops at DuBois although the engine terminal for the area was Punxsutawney where the mallets picked up their coal trains. The Pennsylvania RR was at Altoona. This may have been the largest railroad town in the nation. Except for the merchants and local business people, everyone worked for the railroad. In 1930 the population was 81,500. In 1980, reflecting the closing of the two steam locomotive shops, the population was 57,000. Also effecting the drop were fewer trains and many less helper engine crews.

The New York Central had its major shops in Pennsylvania at Avis, a few miles west of Williamsport. Everyone in Avis and neighboring Jersey Shore was connected with the railroad until the shops closed and the work transferred to West Albany in 1932. The only other large shop complex was the Pittsburgh and Lake Erie's at McKees Rocks.

SHICKSHINNY COAL & IRON CO. RR BUILT PRIOR 1860 FROM OPPOSITE
SHICKSHINNY ON EAST SIDE OF RIVER UP BLACK CREEK A MILE OR
TWO. LOCS. UNKNOWN. TORN UP BY 1880s. STG. 6.

NORTH BRANCH COAL CO. BUILT IN 1840s or '50s TO THE CANAL, 2/3 MILE
SOUTH OF WYOMING ON EAST SIDE OF RIVER. TRAMWAY RAN ABOUT
1.5 MILES DUE EAST. GONE BY 1870s. TERMINATED AT PART BLANKHARD.



PA. ←
 NISBET - SUSQUEHANNA & NEW YORK -- ORIGINAL. Abandoned prior 1900
 C.P.L. - CENTRAL PENNA. LBR. CO.

Allenwood & Western RR

Inc. 6-24-1901 by Henry and Thaddius Vincent of Vincent Lbr. Co. as their logging RR. 1 mile south of Allenwood Sta., Rdg. RR to Vincents Stag Wash-inton Twp, Lycoming Co., 5 miles.
 Built 1901 Allenwood to Elmsport and further west 4 miles or so, 42" gauge.
 Torn up 1904
 1 2 Tr. Shay 16 tons second hand, acq. 1901. Transferred to Denholm, Juniata Co. 1904

Cammal & Black Forest RR

Inc. 3-14-1894 to take over narrow gauge Trout Run RR from Cammal to Pump Station, and immediately converted to standard gauge. Extended north to Daughterty Run adjacent to Tioga County and numerous branches between Pump Station and Daughterty Run. Torn up 1905
 1 3 Tr. Shay 1895 479 65 tons New Renumbered 5 (reason unknown)
 4 0-6-OT disp. unknown second hand (Sold to Sinnemahoning Powder Co., Sinnemahoning, Cameron Co. 1905
 5 renumbered from #1

Central Pennsylvania Lbr. Co.

This company was subsidiary of the United States Leather Company and had its main office at Williamsport. It operated two separately incorporated logging railroads - the Leetonia RR in Tioga County and the Tionesta RR in Warren-Forest Counties. It also operated unincorporated logging railroads at all other saw mills in Warren, Forest, Potter, Tioga, Lycoming, Bradford, and Columbia Counties. It also owned the Susquehanna and New York RR. Also called their uninc. logging RR in Columbia County the Fishing Creek RR. Masten - mill obtained from C.W. Sones Lbr. Co. in 1917 along with Susquehanna & Eagles Mere RR. See Sullivan County. CPL built down into Cascade Township in the 1920s where the Cascade-Hillsgrove road is now with various spurs. Closed 1930, and RR abandoned Masten to Camel Siding to Cascade area.

Laquin - mill was in Bradford County and was obtained from Laquin Lbr. Co. in 1913. They had a major logging RR operation at Ellenton down Rock Run and up several tributaries, such as Hawk Run and North Branch. Did not go all the way down Rock Run. Also had a log RR of several miles at Potash Mtn. near Marsh Hill and at Short Run.

Trout Run - had mill and logging RR of small size running west from Trout Run for a year or two or may not have had a mill - taking logs to Williamsport, about 1906.

Grays Run - acquired mill of Keystone Lbr. Co. in 1903 at Grays Run along with their Grays Run RR, which they then turned over to the Susquehanna and New York RR. North of the mill the railroad had extensive lines including down into Frozen Run. The Shay locomotives used here were lettered S&NY although they operated only in the woods. Track was in Laurel Mtns in Jackson and McIntyre Twp. Aband. 1911. Had 15-20 miles total.

* 2-7 were narrow gauge engines from C. W. Sones at Masten acquired in 1917 and operated by CPL until 1922 when much of the S&EMRR was torn up and remainder converted to standard gauge. The engines then went to the Tionesta Valley RR where they were numbered in the 20 series, but not in numerical order.

51	2 Tr. Shay	1890	305	15 tons	ex Amsler & Campbell #1, acq. 1903	Sc. Loleta, Forest County
52	"	Heisler 1900	1046	20 "	ex #2	Sold
53	"	" 1901-2		20 "	ex #3	Became Tionesta Valley first #16?
54	"	" 1903?	1076	28 "	ex #4	" T.V. RR #15
55	* 2-6-0	Baldwin 1891	12129		ex Barclay RR #2, CPL #102, 1903	Sc. after 1930
56	2 Tr. Shay	1891	356	35-40	ex Leetonia RR #1, acq. 1903	Sc. before 1921
57	unknown	MAY BE GRAYS RUN RR #2				
First #57 may have been Leetonia RR #1 which is shown as #56. If so what #56 was is unknown. Nos. 51-59 were probably all acquired by CPL at time of formation in 1903.						
57	3 Tr. Shay	1902	732	60 tons	ex J. Strong Lbr., Tenn.	Sold Slaght Lbr. #2, Tioga Co., 1925-26.
58	2 Tr. Heisler	1898	1021	37 "	ex Leetonia RR #2, acq. 1903.	Possibly sold to J. Eckert. St. Marys. Pa in 1912. Later McKean Chemical Co. #58
58	3 Tr. Shay	1908	2059	70 "	ex Wm. Irving & Co. #2, Big Run, Pa., acq. 1912-13	Sold Day Chem. Co. #58, McKean Co.
59	0-4-2	Brooks	1876	240	ex Barclay RR #1, Towanda, Pa.	Sc. 1921-25.
60	CLB	Climax	1907	818	53	New Sc. 1937
61	"	"	"	822	"	"
62	"	"	"	838	"	"
63	2 Tr. Shay	1906	1754	45	ex Ronceverte & Lewisburg RR #2, W.Va.	Sold to Slaght Lbr. Co., Tioga Co. 1921
64	3 Tr. "	"	1903	763	60	ex S&NY RR #110, acq. 1913. Sc. after 1928
65	"	"	"	792	80	ex S&NY RR #109, " Sold after 1928 probably to Rib Lake Lbr, Wisc.
66	"	"	1904	932	70	ex Laquin Lbr. #3, Bradford Co. acq. 1913. Sc. 1933-34
67	* 2-8-0	Baldwin	1905	24481		ex S&NY RR #111 Sold/Sc. 1922-23
68	3 Tr. Climax	1913	1195	80		ex S&NY RR #116 Sc. 1933-34
69	2-8-0	Baldwin	1906	27270		ex S&NY RR #112 Renumbered #112. Sc. 1930A
70	0-6-0	"	1891	11858		ex T.V. RR, acq. 1913-1915 Sc.
71	3 Tr. Shay	1915	2810	90		ex Champion Lbr., #90, NC Sc. after 1928
72	"	"	1902	699	70	ex Leetonia RR #201, acq. 1921. Sold to Slaght Lbr. #3, 1928-29, Tioga County
73	"	"	1904	872	70	ex Leetonia RR #202 Sold Mt. Jewett, Kinzua & Riterville RR, 1931

102 engine #55 briefly carried the 102 number at Mina. Reason unknown.

112 after transfer to Sheffield, #69 was renumbered with its original S&NY number.

50 CLB Climax

Amsler & Campbell

DEST. by fire

DeLoy, Francis

Not inc. Built 1889 5 miles on Trout Run, Brown Twp. near Tioga Co. line, 42".
Torn up in 1891? 1898 relocated to Millers Run below Cammal and built 3-4 miles;
42" g. Used same loco, #255, Shay 1889 c.n. 255, 16-18 tons. Disposition unknown,
Torn up 1894. Used existing Trout Run RR at Cammal 1891/2-1893.

Grays Run RR

Not inc. Owned by Thomas E. Proctor. Inc. 1-2-1903 when sold to C.P. Leacock.
Built 1887 from Gray on Pa. RR up Grays Run 5 miles to saw mill and gradually into mtns
north of there. Sold 1895 to Keystone Lbr. Co. and in 1903 to Central Penna. Lbr. Co.
Locomotives lettered Proctor and later Keystone. (Merged into Susquehanna & New York RR 3-26-1903
(See Bradford Co.))
* 1 0-4-0 Porter 1887 882 New
2 2 Tr. Shay 1892 412 40 tons New Possibly became CPL #57 or Penn Tanning Co.
at Costello. Potter Co.
? 2-8-0 Altoona 1880 444 ex Pa. RR #1681, Cl. H-1, acq. 9-1902 probably numbered 2
? " Renovo 1882 " #1721, " , acq. 8-1902 " " 1
(one of these two engines was number 2 shown on photo)
* In 1903 these two engines became Susquehanna & New York RR #103 and 104.
* #1 bought by Proctor and ~~Keystone~~ for Grays Run, but may be not.
Keystone Lbr. Co. See Grays Run RR

Miller, H.A.

Not inc. In 1913 built 36" gauge up Furnace Run, 2 miles north of Jersey Shore on
Pine Creek, 4-6 miles. Torn up about 1916. Had a new Cl. B Climax, disposition
unknown.

Muncy Creek RR

Inc. 5-21-1864 Muncy on Phila. & Erie RR to Laporte, Sullivan Co.
Built Halls Station on Phila. & Reading RR to Hughesville, 6.5 miles in 1872 and later
a wood tram road to Picture Rocks and beyond.
Reopened 8-9-1882 and reorganized as Williamsport and North Branch RR.
"H. R. Mehrling" 4-4-0 2nd hand acq. Dec. 1871 Disposition unknown
4-4-0
Catawissa RR #1, "Vermont" used on Muncy Creek RR in 1874 Hinckley 1849 CN 238 for P&Rdg
4-4-0 #354.

Oregon & Texas RR

Inc. 6-18-1892 by Chas. Titman as a logging RR.
Built 1892 up Mill Run from Cammal, 6 miles, then Sebring Br. Aband. 1897. Then track re-
laid in 1898 on Bull Run to Okome. Fatal wreck killing 6 caused abandonment in 1900. S.d.G.
#383 2 Tr. Shay 1892 383 40 tons New Sold to Emporium & Rich Valley RR #3, Cameron Co.

Slate Run RR

Inc. 12-17-1884 by James B. Weed & Co. as logging RR
Built 1886 Slate Run up Slate Run into S.W. corner of Tioga County, up Manor Fork and into
N.E. corner of Clinton Co., S.E. corner of Potter. On County Line Branch, Lebo Run. 36"
gauge. Torn up 1910
1 2 Tr. Shay 1886 147 25 tons New Sold Elk Lbr. Co., Brit. Col. 1910?
2 " " 1890 316 35 " Central Lbr. Co., Miss. 1910
3 " " 1904 919 35 " Raine Andrews Lbr, W.Va. 1910 (rbt. to
Std. gauge prior to sale
51 0-4-0 Rome 1887 246 Rented from N.Y.C. to switch mill yard. Returned
Ex: Dunkirk, Allegh. Valley & Pitts. #51. Orig
Grand Central Sta. #1. later NYC 83. 51. Sc. prior 1909

Susquehanna & Eagles Mere RR See Sullivan Co.

Susquehanna & New York RR See Bradford Co.

Trout Run RR

Inc. 12-26-1889 by Daniel Shepp, 42" logging, built Cammal 12 miles to Pump Sta.
and Cannon Hole Hollow. Sold 1894 when Shepp finished logging and reorg. as
Cammal & Black Forest RR.
#216 2 Tr. Shay 1888 216 25 tons new Sold to Elk Tanning Co.
258 " " 1889 258 " " Sold - unknown. Later W. P. Zartman,
at Dornside, Northumberland Co.

Poors says 3 locos. 3rd probably Francis DeLoy used on T.R. RR 1891-1893.

Williamsport and North Branch RR

Inc. 9-1-1882 as reorg. of Muncy Creek RR, Halls Station to Hughesville, 6 1/2 miles. (a wood
tram operation to Picture Rocks had been torn up.)
Built Hughesville to Sonestown 1885; Sonestown to Nordmont 1886; Nordmont to Satterfield
1893: into Bernice 1898/99.
Last train 10-11-1937. Torn up 1938. ICC auth. aband. 1-13-1938, 45.6 miles.

I' 4-4-0 Baldwin 1882 6041 New "John Walker" Sold "Valley Ry" prior 1893. (note -
this builders data makes little sense as no John Walker is known. I suspect
W&NB ordered the engine and maybe cancelled. Instead, #1 was former Muncy
Creek RR engine.

1 4-4-0 Rhode Island 1885 1568 Ren. from #5 Renumbered 11 about 1903
2 unknown. Probably the second Muncy Creek engine.
2 4-6-0 Second hand, acq. 1890. Disposed 1896-97
2 4-4-0 ex Lehigh Valley RR Disposition unknown
3 4-4-0 (camelback) ex Reading, bought prior 1885. Sc. 1896-97
4 unknown Second hand, acq. prior 1885 Sc. 1887 or 1889
4 2-8-0 Baldwin 1892 13049 New Ren. #20 about 1903

Williamsport & North Branch RR CONT.

5	4-4-0	Rhode Island	1885	1568	New	Ren. #1	About	1892	
5	2-8-0	Baldwin	1893	13481	New	" #21	"	1903	
6	4-4-0	"	"	13824	"	" #16	"	"	
7	2-8-0	"	"	13855	"	" #22	"	"	
8	C1.8	Climax	1903		NWB	Sold 1928 to dealer in Lebanon, P This was narrow gauge engine used on Eagles Mere RR; lettered W&NB			
9	This number probably not used.								
10	4-4-0	Baldwin	1888	9533	ex Elgin, Joliet & Eastern #4, acq. 1903. Sc. 1913				
11	"	"	"	"	Ren. from #1	Sc. 1913-14			
12	unknown								
13	"								
14	"								
15	4-4-0	(note - Baldwin records say	second hand, acq. 1911-12		Sc. 1915-16)			
16	4-4-0	Ren. from #6	CN 14274, n.g. Montrose RR #3 became W&NB #15. This is wrong		Blew up 10-5-1905				
17	4-4-0	ex L.V.R.R., acq. 1911-12	Sc. 1923						
18	4-6-0	Baldwin	1916	43577	New. Never received. Order cancelled but Baldwin shop floor not given information and lettered engine for builders photo. Went to Cuba.				
19	not used								
20	2-8-0				Ren. from #4	Sc. 1927			
21	"				" 5	"			
22	"				" 7	Sc. 1928			
23	"	Reading	1909		ex Reading #735, acq. 1925.	Sc. 1934			
24	"	"	1904		ex " 715	1926	Sc. 1935		
25	"	"	1907		ex " 815	1934	Sc. 1938		
In 1903 railroad bought 3 engines, Nos. 8 and 10 and one other which probably was 12 but may have been 2 or 9.									

Williamsport Junction RR

Inc. 3-13-1890 from end of Williamsport and North Branch RR's previously authorized line to Loyalsock Twp. to Pine Creek Ry, Woodward Twp, 7 miles. Inc. by W&NB but not built.

PAPER RAILROADSLycoming Navigation RR & Coal Co.

Inc. 4-9-1828 Authorized to own 3000 acres coal land in Jackson Twp, Lyc. Co. and build a RR from coal fields to Lycoming Creek and to improve navigation on creek. \$250,000 stock. Upon completion of 3 miles, the RR will become a public highway. Toll \$1/ton min Inc. by David Graffius and Robt. Allen of Lycoming Co. and Robt Patterson and Levi Ellmaler of Phila.

Suppl. 2-19-1842 name changed to Red Run Coal Co.. Company had coal mines but no RR except in mine. In 1891 bought 30" gauge Porter O-4-OT, CN 1328 and in 1900 3' gauge Baldwin 50 hp. electric, No. 3, one of Baldwins first electric locos. Baldwin began them in 1899

Williamsport Railroad

Inc. 5-20-1837 from Williamsport and Elmira RR (under construction) in Williamsport to the Pennsylvania Canal Basin. Incorporated by various Williamsporters. Not known if built or where canal basin was. Early maps of 1850 don't show it going to the canal but it may have west of city limits not shown on the map.

Loyalsock RR

Inc. 6-20-1839 mouth Loyalsock Cr at canal to forks in Forks Twp, Sullivan Co.

Larrys Creek RR & Coal Co.

Inc. 6-24-1839 to hold 2000 acres and build RR up to 7 miles from mouth Larrys Cr on canal to coal fields.

Susquehanna & Erie RR

Inc. 4-15-1851 Williamsport to Erie.

Jersey Shore, Pine Creek & State Line RR

Inc. 4-11-1853 Jersey Shore up Pine Creek to Tioga, Potter & McKean Cos. or Long Run, Tioga Co. to N.Y. State line.

Suppl. 4-4-1854 extend up 34d Fork of Pine Cr. and Crooked Cr. to Tioga RR.
Suppl. 3-26-1856 extend up 1st Fork Pine Creek to Larrys Cr. Plank Rd and by Block House Fork to Blossburg. Suppl. 3-21-1865 - May change its name.

Continental Iron & Coal Co. Inc. 4-21-1866 See Luzerne Co.

Paros Coal, Mining & Lbr. Co.

Inc. 4-8-1867 hold 10,000 acres Lycoming & Sullivan Cos and build 24 mile RR.

Hunlocks Creek and Muncy RR Inc. 4-15-1869 See Columbia Co.

Cato & Beech Creek RR Inc. 3-16-1880 See Centre Co.

Susquehanna, Pittsburgh & Western Ry Inc. 7-25-1881 See Allegheny Co.

Binghamton & Williamsport RR Inc. Oct. 1882 See Bradford Co.

Williamsport & State Line RR Inc. 11-6-1882 See Bradford Co.

Susquehanna & Allegheny RR Inc. 2-27-1883 See Jefferson Co.

New York, Bloomsburg & Western RR Inc. 3-22-1886 See Carbon Co.

Bellefonte & Eastern RR Inc. 10-18-1886 See Centre Co.

Williamsport & Northeastern RR Inc. 10-20-1886 See Bradford Co.

Williamsport & Binghamton RR Inc. 12-22-1887 See Bradford Co.

Beech Creek & Hudson River RR Inc. 2-8-1889 See Northumberland Co.

Wilkes Barre & Williamsport RR

Inc. 11-26-1889 Wilkes Barre to Williamsport, 80 miles

Binghamton & Southern RR Inc. 2-21-1903 See Bradford Co.

Lock Haven & Jersey Shore RR Inc. 2-27-1911 See Clinton Co.

Pennsylvania & Southwestern Ry Inc. 7-22-1912 See Bradford Co.

Allegheny & Kinzua RR
 Inc. Dec. 1887 Bradford to Coffee Run, Corydon Twp, 14 miles. Owned by Allegheny Lbr. Co.
 Built Bradford to Coffee Run and branches
 Merged into Bradford and Corydon RR 1888 to become B. & C. RR

Allegheny & Kinzua RR (2nd)
 Inc. 2-26-1890 as a merger of Bradford & Corydon RR (Pa.) and Allegheny & Kinzua RR of New York State.
 Operated - Bradford to Coffee Run, 14 miles; Gilbert Jct. to New York State Line and Red House, NY. *Abandoned 1898.*
 Locomotives (bought by Allegheny Lbr. Co. for A&KRR or B&CRR) *possibly ex Broadway Ry 1878 4345*
 1 "dinky" *possibly ex Broadway Ry* origin unknown 0-4-0 *Bald. 1878 4345* disposition unknown
 2 3 Tr. Shay 1888 205 60 tons New
 3 2-6-0 Brooks 1888 1370 35 " New
 4 2 Tr. Shay 1889 235 30 " New
 5 " " " 265 " "
 10 3 Tr. " 1891 360 70 " " *Sold to J.R. Dronay, Big Shanty, McKean Co., 1897? for probably Kishwaukee Mineral Springs RR Sold to Rexford Bros., Galeton, Pa Later Oxan Graysonia Lbr, Grayson Ia, Ark. Leased during 1890s to Sugar Run RR, Ultimate disposition unknown*

Bradford & Corydon RR
 Inc. ~~9-3~~ 1886 Bradford- 8 miles west
 Not built
 Allegheny & Kinzua RR merged into B&C in 1888 taking B&C name
 B&C merged with A&KRR of N.Y.State 2-26-1890 to form A&KRR.
 Locomotives - see above.

Anderson, Ed
 Not inc. logging RR
 Built from Dunkle up Mud Lick, 3 miles in 1914.
 Aband. about 1918

#1 2 Tr. Heisler 1915 CN 1309 40 tons New Later Reynolds Bros. Lbr. Co., Albany, Ga.

Ball, George L. & Co.

Not inc.
 Built: Morrison up Morrison Run, 1893, about 3 miles and Dutchman Run, 1½ miles. Aband. about 1896. Had one locomotive:
 #190 2 Tr. Shay blt. 1887 CN 190 15 tons. Built for Osterhout & Fox Lbr. Co., Mich., and bought Nov. 1893. Disposition is unknown, Std. gauge

Ball (Geo. L.) & Zimmerman

Not inc. Built logging railroad in 1889 at Liberty up Scaffold Lick several miles. Torn up 1893 and Ball moved to near Morrison. Had one locomotive:
 Unknown #, 2 Tr. Shay built 1889, CN 239, 25 tons, bought new. Later owned by Cummings & Moberly Cypress Co., La.

Bemis, J. M.

Not inc. In 1890 may have had a log railroad near Port Albany on Skinners Creek several miles. Locomotive unknown.

Bowman Lbr. Co.

Built 24" gauge log RR 3 miles northwest of Kane for 1½ miles north from Rte. 6 in 1930. Torn up 1934. (Previously the company owned the Vowinkle & Crown RR). They had an 0-4-0 built by Koepfel in Germany and used by the road building contractor at Nebraska, Forest County. Weighed about 8 tons.

Briggs and Farnsworth

Not inc. Built at Liberty in 1886 a log RR up Fair Run. Torn up about 1888 and relocated up Rock Run out of Liberty. Several miles. Company reorg. 5-18-1891 as United Lbr. Co. and soon after railroad incorporated as Portage Creek & Rich Valley RR.

Portage Creek & Rich Valley RR

Inc. 4-19-1892 by the United Lumber Co. to operate their logging railroad which had been built by Briggs and Farnsworth, Liberty up Rock Run. Extended up Scaffold Lick in 1895 and to a coal mine at Cannal Opening, 6 miles. Total 22 miles of track. Coal mine unsuccessful. Aband. 1897. Locomotives of Briggs and Farnsworth, United Lbr. Co. and PC&RV: Std. g. *Cooperation dissolved 1896*

#1 unknown

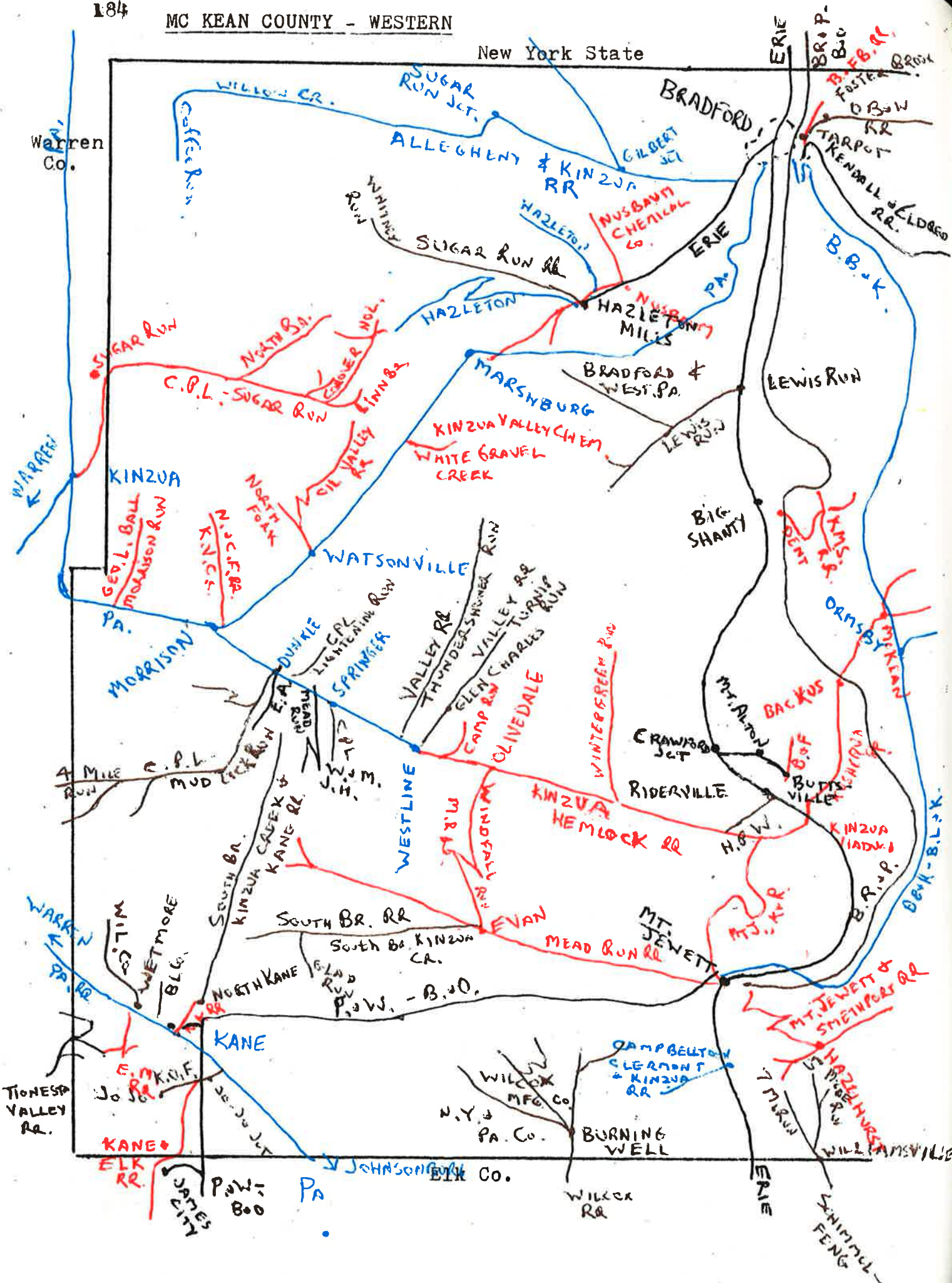
#2 "

#3 2 Tr. Shay blt. 1891 CN 363 40 tons New. Later Allison Lbr. Co., Bellamy, Ala.

Bullis, S. S.

Not inc. Built a log RR 1890 from Port Allegany up Skinners Creek and Bemis Hollow, 4 miles. Torn up 1893. Locomotive unknown but probably brought over from Allegheny and Kinzua RR which Bullis owned. Std. g.

New York State



Warren Co.

Warren

KINZUA

MORRISON

WATSONVILLE

WESTLINE

KANE

TIONESA VALLEY RR.

KANE ELK RR.

JAMES CITY

PA

JOHNSON

N.Y. & PA. Co.

WILCOX RR

BURNING WELL

ERIE

SHIMMUL-FENG

BRADFORD

BRADFORD & WEST PA.

BIG SHANTY

CRAWFORD JCT

RIDERVILLE

MT. JEWETT

LEWIS RUN

MT. ALTON

BUTTSVILLE

MT. JEWETT & SMEETH RR

HAZELHURST

WILLIAMSVILLE

ALLEGHENY & KINZUA RR

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

SUGAR RUN RR

SUGAR RUN RR

SUGAR RUN RR

SUGAR RUN RR

SUGAR RUN RR

SUGAR RUN RR

SUGAR RUN RR

SUGAR RUN RR

SUGAR RUN RR

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

HAZLETON

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

ERIE

A&K	Allegheny & Kinzua RR	
BL&K	Big Level & Kinzua RR	
B&FB	Bradford & Foster Brook RR	
B&WP	Bradford & Western Pennsylvania RR	
BR&K	Bradford, Bordell & Kinzua RR	
BR&P	Bradford, Rochester & Pittsburg RR	- See BR&P separate section
B&F	Bullis & French (Lbr Co.)	
FLC	Bowman Lbr. Co.	
CPL	Central Pennsylvania Lbr. Co.	
C&K	Clermont & Kinzua RR	
EA	Ed Anerson (Lbr. Co.)	
EMRR	Eagle Mills RR	
GLB	Geo. L. Ball & Co. (Lbr.)	
Hazel	B. F. Hazelton (Lbr. Co.)	
HPW	H. P. Weaver (Lbr. Co.)	
JH	John Hazard (Lbr.Co.)	
K&E	Kane & Elk RR	
KOF	Kane Oil Fields RR	
K&E	Kendall & Eldred RR	
KVC	Kinzua Valley Chemical Co.	
FH	Kinzua Hemlock RR	
KMS	Kishwaukee Mineral Springs RR	
KC&K	Kinzua Creek & Kane RR	
Kush	Kushequa RR	
MRRR	Meade Run RR	
NJ&S	Mt. Jewett & Smethport RR	- See Pitts, Shaw, & Nor. section
MJK&R	Mt. Jewett, Kinzua & Riterville RR	
N&CF	Neilyville & Chappel Fork RR	
NY&Pa	New York & Pennsylvania RR	- See Potter County
NCC	Nusbaum Chemical Co.	
NK	North Kane RR	
OR&W	Orlean, Bradford & Warren RR	- See Penna. RR section
OV	Oil Valley RR	
P&W	Pittsburgh & Western RR	- See P&W-B&O section
SB	South Branch RR	
SRRR	Sugar Run RR	
Schemm	Schemmelfeng	- See Elk County
TV	Tionesta Valley RR	- See Forest County
Valley	Valley Valley RR	
WLC	Wetmore Lbr. Co., L. D.	
W&M	Wright & Miller (Lbr. Co.)	

Bullis (S.S.) and French (John G.)
 Not inc. Built logging RR from Puttsville near Mt. Alton, 1 1/2 miles north east in 1890.
 Torn up about 1892. Locomotive is unknown.

Bradford & Foster Brook RR
 Inc. 10-24-1877 Bradford to Foster Brook, 4 1/2 miles. To be 3' gauge or less.
 Built as a monorail, opened May 1878. Called the Peg Leg RR. Track actually built
 Cp. dis. 1-27-1879 after fatal wreck and dismantled in 1879. to Derrriok City, 4.8
 Locomotives: Foreclosed 2-21-1879. miles.
 1 built by LaFrance of Elmira, N.Y. (fire engine builder). Delivered Jan. 1878. Weighed
 10 tons and had two small boilers. Not know how the drivers were driven.
 2 Baldwin Aug. 1878 "Col. A. I. Wilcox" 16 tons CN 4370. Track collapsed under it
 because of its weight. Nothing further ever mentioned of its existence after the wreck.
 3 Gibbs & Sterrett Mfg. Co., Titusville, Pa., 10 tons, with two boilers (previously used)
 Built late Jan. 1879. 10 tons. One boiler blew up on first trip, Jan. 27th killing 26
 and closing the railway.

Bradford & Western Pennsylvania RR
 Inc 7-24-1891 3' gauge Lewis Run up Lewis Run to Marshburg, 7 miles. Owned by the Lafa
 yette Manuf. Co. which operated a wood chemical plant. Built Lewis Run to 1 mile from
 Marshburg and south up Dents Hill.
 Sold 11-1-1912 to Lewis Run Mfg. Co. (successor company to Lafayette) and became private
 carrier of chemical wood. Locomotives - see Lewis Run Mfg. Co.

Lewis Run Mfg. Co.
 Inc. 11-26-1898 and acquired the Lafayette Mfg. Co's wood chemical plant at Lewis Run.
 Purchased 11-1-1912 the Bradford & Western Pennsylvania RR and dissolved the company.
 Prior to 1912 had operated it as the sole user of the railroad. After 1912 railroad
 was a private line hauling chemical wood until abandoned in 1934.

#1	unknown			New.	Disposition unknown
2	C1. E	Dunkirk		ex Bradford, Bordell & Kinzua RR #8, bought 1906	
3	2-6-0	Pittsburgh	1882	587	scrapped prior to 1920
4	6ixx	6ixxxx			New ? , 25 tons. Scrapped 1934
4	C1. B	Climax			New. 25 tons, Sold Clawson Chemical Co., Barnes,
5	C1. B	Climax	1916?		Warren County.

B&Z	Ball and Zimmerman (Lbr. Co.)	
BFC	B. F. Cory (Lbr.)	
BL&K	Big Level & Kinzua RR	
B&F	Briggs and Farnsworth (Lbr. Co.)	
BR&K	Bradford, Bordell & Kinzua RR	
BR&S	Bradford, Bordell & Smethport RR	
BR&C	Bradford, Richburg & Cuba RR	
Bullis	S. S. Bullis (Lbr. Co.)	
BR&P	Buffalo, Rochester & Pittsburgh RR- See separate BR&P Section.	
CPL	Central Pennsylvania Lbr. Co.	
C&MC	Clermont & Marvin Creek RR	
C&PA	Coudersport & Port Alleghany RR - See Potter County	
CLC	Crosby Lbr. Co.	
ELC	Emporium Lbr. Co.	- See Potter County
EPD	E. P. Dalrymple (Lbr. Co.)	
GLC	F. H. Goodyear (Lbr. Co.)	
Howard	Howard Lbr. Co.	- See Cameron County
JMB	J. M. Bemis (Lbr. Co.)	
K&E	Kendall & Eldred RR	
K RR	Keystone RR	
K&S	Keating & Smethport RR	
Kushequa	RR	
NLC	Norwich Lbr. Co.	
NHH	N. H. Heinemann (Lbr. Co., Chemical Co.)	
NY&Pa	New York & Pennsylvania RR - See Potter County	
OB&W	Olean, Bradford & Warrren RR - See Pennsylvania RR Section	
PC&RV	Portage Creek & Rich Valley RR	
PCRR	Potato Creek RR	
PS&N	Pittsburgh, Shawmut & Northern RR- See Pitts, Shaw&North.RR Section	
RC&E	Rew City & Eldred RR	
THQ	T. H. Quinn & Co. (Lbr.)	
W&C&PC	Walcott & Colegrove Brook and Potato Creek RR	
W&M	Wright and Miller (Lbr. Co.)	

McKean County is hilly and heavily forested with oil in the north central region. A network of narrow gauge railroads for the oil development were constructed and numerous logging railroads. The Erie and BR&P built thru the county so as to haul coal from south of the county into New York State. The Pittsburgh, Shawmut & orthern was built similarly. The Pennsylvania RR obtain lines built for the oil, as a connecting route from Buffalo to southeastern Pennsylvania and from Erie on the Great Lakes eastward.

Bradford, Bordell & Kinzua RR, RY

Inc. 3-3-1880 Bradford to Bordell to serve oil fields. 3' gauge.

Built Bradford sout to Simpson, 18 miles, opened Dec. 1880

Built Kinzua Jct. to Bordell, 2.8 miles, early 1881.

Bankrupt 12-12-1891 and reorg. 3-8-1892 as the BR&K Ry. with the inclusion of the Bradford, Bordell & Smethport RR (Simpson to Smethport, 11.5 miles) which it had operated.

Bought in 1893 6 miles of Rew City and Eldred RR from Rew City to Rixford to serve a saw mill.

Leased Rew City and Eldred RR in 1882 and operated it. This line built by BR&K to compete against Kendall and Eldred RR for freight coming from the Bradford, Eldred & Cuba RR.

Aband. Rew City to Rixford in 1897 when saw mill closed. Ab. Kinzua Jct. to Rew City, 1.9 mi

Leased Pittsburgh & Western RR Foxburg to Kane from late 1901 to Dec. 1902. 8-1-98

Leased Pittsburgh & Western RR Mt. Jewett to Kane

Leased Big Level & Kinzua RR Ormsby to Mt. Jewett from 1886-1892; 6-30-1896 to 1906 when BR&K abandoned.

Bradford, Degolia & Smethport RR merged into BR&K 5-5-1880. No track built.

Trackage rights over P.&W. RR from Mt. Jewett to Kane 1886-1892, 1896-1906.

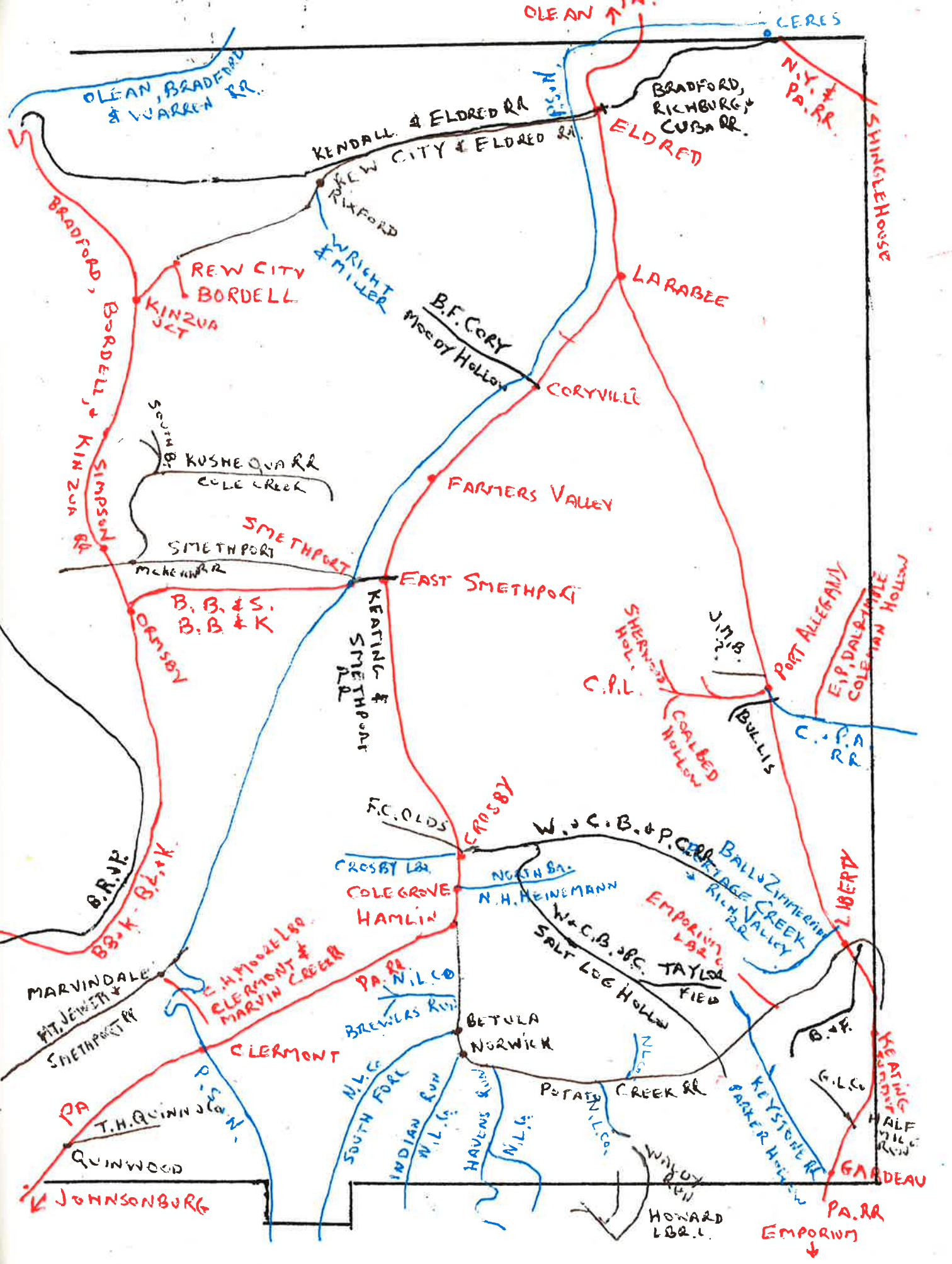
The BR&K ran trains from Bradford to Kane, Smethport and Eldred and for one year to Foxburg. It had over 100 miles of railroad owned or leased. The Bordell branch was aband. early (by late 1880s). The BR&K and Kendal & Eldred paralleled each other except coming off the mountain into Bradford. The K&E circled to the north and came into Bradford from the north while the BR&K made a double loop so as to come in from the south. Reorg. 1-6-1904 as Buffalo, Bradford & Kane RR. (Operations disc. 9-2-1906.)

Locomotives: Compiled by Victor Koenigsberg

Ren. 2 in 1884

1 2-6-0 Brooks 7-76 280 ex Emlenton & Shipperville #2, acq. 5-80/ Dest fire 1-92.

1 2-4-4 Mason 6-81 652 ex Lackawanna & Pittsburg #1. Leased by Rew City & Eldred 12-84 for BR&K. Gone in 1897.



Bradford, Bordell & Kinzua RR cont.

- 2 2-6-0 Brooks 10-73 213 ex Pittsburgh Southern #4, acq. 4-80. Sold c. 11-82 to Garfield & Cherry Grove RR
- 2 ren. from #1 c. 12-84. Dest by fire 1-92.
- 3 4-4-0 Brooks 6-80 420 New. Dest. by fire 1-92.
- 3 reb. from #4 c. 11-01. Sold New Berlin & Winfield RR #3 late 1907/early 1908
- 4 2-6-0 Brooks 8-80 442 New. Ren. 3 c. 11-01.
- 5 " " 9-80 455 New. Wrecked 1887 and scrapped.
- 5 " " 7-79 358 ex Dayton & Ironton #32, acq. 6-87. Dest fire 1-92.
- 6 4-4-0 " 12-80 482 New. Sold late 1898/99 to Tuscarora Valley RR
- 6 2-6-0 " 4 78 326 ex WNY&P #203, acq. 1898-99. Sold 7-05 Keating & Smethport
- 7 4-4-0 National 9-76 ex Pitts.&Western #6, 12-82. Sold Tonawanda Valley #6. & Cuba #7, c. 1-1885
- 7 " Brooks 8-81 568 ex Bradford, Eldred & Cuba #1, acq. 11-85 c. Dest. fire 1-92
- 7 " " 2-82 666 ex WNY&P #207, acq. 9-87. Sold 9-06 Big Level & Kinzua #7
- 8 2-6-0 Pitts. 7-82 587 ex Tonawanda Valley & Cuba #4, acq. c. 11-87. Sold 1906 to Bradford & Western Penna. RR #3
- 9 " Pitts. " 588 ex T.V.&C. #5, acq. 11-87. Sold 1904 Holly River & Addison #9
- 10 " Baldwin 5 81 5643 ex D&RG #150, acq. 2-92. Sold 9-06 Big Level & Kinzua #10
- 11 2-4-0 Porter 4-84 636 ex Brad., Eldred & Cuba #11. Sold 1-93 to Tuscarora Valley
- 12 2-6-0 Bald. 3 73 3193 ex Brad., Eldred & Cuba #12. Sold 4-88 Addison & Pa. #12 #1
- 12 4-4-0 Brooks 1-82 636 ex Brad., Eldred & Cuba #12, acq. 1-93. Sold 9-97 to Balt. & Lehigh #12.
- 12 " " 12-81 629 ex WNY&P #206, acq. 9-97. Sold 1905 New Berlin & Winfield #1
- 13 4-6-0 Bald. 3-86 7835 ex Brad., Eldred & Cuba #13, acq. c. 1-93. Sold 9-97 to Baltimore & Lehigh #13

Bradford, Bordell & Kinzua RR system cont.Buffalo, Bradford & Kane RR

Inc. 1-6-1904 as reorg. of Bradford, Bordell & Kinzua RR, Bradford to Smethport with lease of Big Level & Kinzua RR from Ormsby to Mt. Jewett and Pitts. & Western RR from Mt. Jewett to Kane.

Operations discontinued 9-2-1906 and railroad abandoned except 2 crossings sold to Buffalo, Rochester & Pitts. RR at Mt. Jewett and Bradford.

Big Level & Kinzua RR

Inc. 8-27-1881 to connect B.B.&K. RR at Ormsby with Pitts. & West. RR at Mt. Jewett, 36" gauge, 10.7 miles thereby giving a narrow gauge RR from Pittsburg to Bradford. Construction was delayed until 1885. Road was opened Ormsby to Mt. Jewett in Oct.

1886 and operated by BB&K from that time until 1892. Leased to Pitts & West. RR from 1892 until 6-30-1896 when BB&K again leased the railroad and operated it until the BB&K and BL&K were abandoned in 1906, except for one mile of track at Mt. Jewett.

EL&K assumed independent operation 1906, acquiring two engines from BB&K, to operate their one mile of track and from Mt. Jewett to Kane. Sold to Pitts. & Western (B&O RR) 8-1-1911 and the one mile standard gauged 10-1-1911,

at Mt. Jewett from P&W to B.R.&P. probably to preserve BR&P crossing in case B&O wanted to extend to Bradford.

- 7 4-4-0 Brooks 1881 666 ex B.B.&K. #7. So. 1911.
- 10 2-6-0 Baldwin " 5643 " " #10. So. 1911.

Bradford, Bordell & Smethport RR

Inc. 4-21-1880 by the BB&K.

Built Simpson to Smethport, 11.5 miles, 1880.

Opened Dec. 1880 and operated by BB&K

Foreclosed 3-3-1892 and merged into B.B.&K.Ry. 3-8-1892. No locos.

Bradford, Degolia & Smethport RR

Inc. 4-16-1880 Bradford to Degolia to Smethport as a competitor to BB&K. Merged into BB&K 5-5-1880. No track laid.

Rew City and Eldred RR

Inc. 3-18-1882 by the BB&K and opened 9-13-1882, Rew City to Eldred, 12 miles, 3' ga. Built by BB&K to compete against Kendall & Eldred RR for traffic from the Bradford, Richburg & Cuba RR (Brad., Eldred & Cuba RR) coming from Wellsville, N.Y. and destined to Bradford. Leased upon completion to BB&K. Had no equip.

Aband. Rixford to Eldred in 1893 when BE&C aband. Because of a saw mill at Rixford, the line from Rixford to Rew City, 6 miles, was sold in 1893 to BB&K. When saw mill closed in 1896, line was torn up.

Bradford, Richburg & Cuba RR

Inc. 5-7-1881 Eldred to Ceres and opened 7-1881, 9.4 miles. 3' ga.

This was the Pennsylvania corporation of the Bradford, Eldred & Cuba RR (N.Y. State company) and was intended to connect the BE&C to the Kendall & Eldred to give a line

from Wellsville, N.Y. to Eldred to Bradford. Had no equipment. BE&C supplied.

Bankrupt 2-4-1885. Operation disc. 1-14-1893 (when BE&C shut down) and torn up soon after.

Central Pennsylvania Lbr. Co.

Built logging railroad to serve Kinzua saw mill. First track laid in 1920 and last track torn up in 1929. Kinzua to Sugar Run and its tributaries, 20 miles; near Morrison up Mud Lick Run to Sheffield Twnp; up South Branch and Mead Run off Penna. RR

Central Pennsylvania Lbr. Co.

Built logging railroad Port Alleghany up Skinners Creek in 1913, 6 or 7 miles. Torn up 1917. Logs shipped to Williamsport. Had locos 56, 57, 63?, 62. See Lycoming County for roster

Clermont & Kinzua RR

Inc. 3-27-1888 Raynoldsville to Lafayette (Lantz Corners), 5 miles. 36" gauge. Owned by Geo. W. Campbell to serve his saw mill. Built in 1887 or earlier and torn up in 1889. Built from Campbelltown (several miles south of Mt. Jewett) west toward Lantz Corners, 3 miles. He operated two locomotives believed to have been rod engines. After timber exhausted he moved to North Kane and built Kinzua Creek & Kane RR.
1 0-6-0 Porter 1878 260 ex Pitts.&Western #1, acq. 7-86. Transfer to Kinzua Cr&Kane
2 0-4-0T Porter 8-76 259 Ex Evergreen RR #2, acq., acq. c. 7-86. Transferred to Kinzua Creek & Kane RR

Clermont & Marvin Creek RR

Inc. 6-9-1892 Clermont to Marvin Creek, 5 miles. Took over log RR of C.H. Moore which ran 3 miles from Clermont down Warner Brook. Extended 2 miles in 1892. Std. gauge. Aband. 1897
#296 2 Tr. Shay 1890 CN 296 30 tons New (for C.H. Moore). Sold to Blackwell & Webb for Wisconsin in 1896/97.
? Cl. A. Dunkirk 1890 CN 104 12 tons New. Disposition unknown.

Cory, Benj. F.

Not inc. Built logging RR in 1899 from Coryville 3 miles up Moody Hollow. Torn up 1901 Had a small rod engine bought second hand and sold in 1899?
#211 2 Tr. Shay 1888 CN 211 25 tons Orig. Arthurs Coal & Lbr. Co., Truman, Cameron County. Sold to Elk Tanning Co., Ridgway.

Crosby Lbr. Co.

Not inc. Built from Crosby in 1890 up Robbins Brook 2 or 3 miles. Torn up 1892. Had one engine. Gauge not known. Climax

Dalrymple, E. P.

Not inc. Built log RR up Coleman Hollow, 2 miles east of Port Alleghany, several miles. Torn up 1903
#254 Cl. B. Climax 1900-01 CN 254 35 tons New. Sold to Lycoming Tbr. & Lbr. Co. Bald 1892 12566 of Chicago Side R.R. TRANS #9 ACQ 1900 SOLD 1901 TO Eddy Lick, Centre Co.

Eagle Mills RR or Eagles Mill RR

Not inc. Owned by Thomas Keelor & Son (Lbr.) and Keelor Chemical Co. Built Wetmore to East Branch Tionesta Creek, 2 or 3 miles. Built about 1886. Torn up 1921. Track was relocated various times. Standard gauge.

Little is known about locomotives except what shows in pictures.

- 0-4-0 Porter with separate tender
 - 0-4-0 Porter with saddle tank
 - ? Brooks too large, sold
 - Cl. A Climax with vertical boiler, burned and scrapped.
- All were second hand.

Goodyear, Frank H.

Had a std. gauge logging railroad of 5 miles on Half Mile Run (above Emporium) in the early 1890s. Logs were taken to Austin.

Hazard, John

Bought logging RR about 1908 of Wright and Miller at Springer which ran up Mead Run 4 or 5 miles. Aband. about 1912. 36" gauge. Used locomotives of Wright and Miller. See their write-up a Cl. A. Dunkirk "Old Hulda" and a rod engine. Disposition of these engines is unknown.

Hazleton, Benj. F.

Built a railroad from Bradford on West Branch to Hazleton Mills, 6 miles, in 1882. He sold this to the Erie RR in Jan. 1888 who then operated it for many years. Built from Hazleton Mills up Fuller Brook and to the headwaters of West Branch and on Linn Run for logs to serve his Hazleton Mills saw mill. First tracks built about 1882 and aband. 1891-92. Std. gauge.
#173 2 Tr. Shay 1887 CN 173 28 tons New. Possibly transferred to Hazelhurst Mt. Jewett & Smethport RR.
? 4 wheel Dunkirk 1882 7 tons New Disposition unknown.

Heinemann, Nicholas W.

Built a logging railroad from Colegrove on Colegrove Brook about 10 miles, 36" gauge about 1890 and torn up after 1900. In 1899 he built a chemical company at nearby Crosby and a railroad which he called Walcott & Colegrove Brook & Potato Creek RR. See that listing for locomotives used at Colegrove and Crosby.

Walcott & Colegrove Brook and Potato Creek RR

Not inc. Name given by Heinemann Chemical Co. to their existing logging railroad, 36" gauge from Crosby up Saltlog Hollow, Hamlin Run, and Walcott Br. Had 20-25 miles of railroad. Torn up 1931-32. Got over close to Parker Run.

Lackawanna Mtn Lbr Co, Minn, Penna Co 189

Walcott & Colegrove Brook & Potato Creek RR cont.

?	C1. A	Climax or Dunkirk	10-12 tons	New,	bought 1891.	Dest. by fire, late 1900
?	"	Climax		New,	bought to replace first loco.	
?	"	"		New?		
1031?	"	"	1910 1031?	New		
1155	C1.B	"	1912 1155 25 "	New	Sold to Forest Chem. Co., Barnes, Warren	Co. about 1923
1215	C1.A	"	1913 1215	New	Sc. 1931-32	
1613?	"	"	1923 1613? 22 "	New	" ? 1931-32	

Kane and Elk RR

Inc. 8-28-1895, Kane to Tionesta Valley RR in Highland Twp, Elk Co.
 Built Kane to Lamont, near Nansen and near Martinville. 36" gauge.
 Change to std. gauge 1903 (first part) & completed in 1905/6.
 Shut down 1931, Aband. Aug. 1945.
 Owned by the James Bros. interests serving chemical plant, glass factory, lumbering.
 Sold Glade Run RR, W.Va. 1897
 disposition unknown
 4 4-4-0 Pittsburg 1882 580 ex Kane Oil Fields RR
 7 2-6-0 N.Y.Loco. W. 3-36 125
 104 2 Tr. Shay 1884 104 12 tons " " " "
 Above 3 engines narrow gauge. Following engines were std. g.
 second hand, acq. 1903 " " " "
 105? rod? " " " "
 106? " " " "
 107? " " " "
 108 2 Tr. Shay 1903 727 50 New Sc. late 1930s
 109 4-4-0 Altoon. 1886 1023 ex Pa. RR #1013. C1. D-6. Dis. unknown Acquired 1906
 110 2 Tr. Shay 1906 1753 50 New Sc. late 1930s
 none 3 Tr. Shay 1922 3173 70 ex New Hampshire Stage Sold 1940 to Union Charcoal
 Co. #2, bought 1931 Co., Westline for Valley RR
 jumped to 108
 RR probably did not have #105-107, but not known why number

Kane Oil Fields RR

Owned by James Bros. Lbr. Co. who built from East Kane to Jo-Jo, 3 miles in
 1886, 36" gauge. Built for lumber and oil. Aband. 1895. Inc. KANE TO TIONESTA VALLEY
 RR NEAR BROOKSTON, 14 MILES.
 unknown type obtained prior to 1889 Second hand, vertical boiler, acq. prior 1899
 near Shay ex Warren & Farnsworth Valley RR Kane & Elk RR #4, 1895
 4 4-4-0 Pitts. 1882 580 #1, acq. 1894
 7 2-6-0 N.Y.Loco. 3-36 125 ex Pitts. #7, acq. 1894 K&E RR #7, 1895 Ex Pitts.
 104 2 Tr Shay 1884 104 12 tons Transferred from James Bros. K&E RR #104, 1895 YOUNGSTOWN
 log RR at Brookston, Elk Co.

Keeler, Thomas, & Son Lbr - Keelor Chemical Co.: See Eagle Mills RR

Kendall & Eldred RR

Inc. 4-4-1878 (already built)
 Opened 7-30-1877 Tarpot (north Bradford on Olean, Bradford & Warren RR (to Eldred, 18
 miles, 36" gauge where it connected with Bradford, Eldred & Cuba (B. Hochburg & Cuba R
 RR). Served the oil fields. Op. disc. 12-9-1893 and torn up 1894-95.
 Competed with Rew City and Eldred RR (Bradford, Bordell & Kinzua RR)
 Leased to W.N.Y.&Pa. RR in early 1882. Sold to Buffalo, NY&Phil. 12-8-1881. Backed by
 Pa. RR interests whereas BB&K had Erie RR interests.
 Locos: In 1880 Olean, Bradford & Warren engines renumbered into K&E series fill-
 ing nos 7-12 and thereby explaining why K&E #13 carried that number. In 1884 ren.
 into BNY&P 106 120 series. Data from Victor Koenigsberg. BNY&P#
 1 2 6-0 Brooks 1878 327 New. Sold 2-87 to N.Y.Loco Works? 111
 2 " " " 328 " " 112
 3 " " " 329 " " 113
 4 " " 1879 350 " Sold 1885-87 to Coudersport & Port Alleg. #3 114
 5 2-4-0 National 72 ex Parker & Karns City (or Karns City & Butler) #5 119
 Sold 1904 to SI&E After 1880 wreck, rbt 2-4-OT.
 6 0-4-OT Porter 74 192 ex Parker & Karns City #3, acq. 1879-80. Sold 1881 to
 7-12 were OB&W numbers Bradford, Eldred (Richburg) & Cuba RR #2
 13 4-4-0 Brooks 12-80 486 New Sold Diamond Valley RR #2, Emma 106

Keystone RR

Inc. 4-18-1891 Gardeau to Monroe, 7 miles in north west corner Warrant 2381 on Parker
 Run. Owned by Rich Lbr. Co.
 Built 1893 to Monroe and 1895-96 to Hamlin Run. Std. gauge. Torn up 1926.
 1 2 Tr. Shay 1890 309 28 tons New Later Chehalis River Lbr. Co., Wash.
 2 3 Tr " 1894 464 65 " Transferred to South Branch RR, Graner Co
 McKean County, 1898
 3 2 Tr " " 465 25 " "

Kinzua Creek & Kane RR

Inc. 6-14-1888 Kane to Neilyville, 16 miles, 36" gauge. Aband 1896-99.
 Acquired North Kane RR in 1888, Kane to North Kane, 2 miles.
 Built North Kane down Hubert Run and South Branch Kinzua Creek about 8 miles.
 Owned by Geo. W. Campbell & Sons as a logging RR. Rbt. to std. gauge 1891.
 2 0-4-OT Porter 1876 239 at Clermont & Kinzua #2
 1 0-6-0 Porter 1876 260 at EVERGREEN RY #2 and Clermont & Kinzua RR
 3 4-4-0 Brooks 1877 305 ex Cincinnati & Eastern RR #3, acq. 1887
 4 2 Tr. Shay 1889 241 30 New Transferred to Kinzua & Tiona RR
 at Dew Drop, Warren Co. 1897/98
 5 " " 1887 184 30 ex Mitchell Bros., Cadillac, to K.&T. RR 1897-98 ?
 Mich., acq. about 1890
 6 " " 1891 347 35-40 New to Kinzua & Tiona RR 1897-98
 Note: Only two engines went to Kinzua & Tiona RR according to Poots Manual.

Kinzua Valley Chemical Co.

Inc. 8-4-1909

Built rail logging spurs off Kinzua Ry (Pa. RR) from Morrison up toward Marshburg on White Gravel, Indian Run, North Pr. of Chappel Fork, etc. 1910 and later.
 Cp. dis. about 1934 and trucks substituted. Chemical plant located at Morrison.

#2 Cl. B. Climax 1903-07 30-35 tons ex McKean Chem. Co., Dahoga, Elk Co., acq. 1910
 Scrapped unknown date
 - 2 Tr. Heisler 1896-97 second hand, bought about 1916. Converted to gasolene drive 1948, sc. 1949 when chemical plant closed. Used as plant switcher,

Kish-Wau-Kee Mineral Springs RR

Inc. 5-10-1895 Big Shanty to Pierce Camp, 5 miles. Owned by John R. Dronney Lbr.
 Built from Dents on Buf., Rich & Pitts (Big Shanty on Erie) to Seamond, 5 miles in 1895 and Gerald to Dronney, 3 miles. (Exact locations unknown but probably on East Br., Railroad and Dronney Runs.)

Torn up 1899

? Shay

Sold to South Vandalia & State Line RR, South Vandalia, NY

? Shay 2 tr.

? 2-6-0 Brooks 1888 1370

ex Allegheny & Kinzua RR

ex Allegheny & Kinzua RR #3 Sold to Girard Lbr. Co.

Knox and Kane RR

Inc. and took over Jan. 1982 former B&O-P&W line Mt. Jewett to Shippenville, 78 miles. Serves various industries. **SEE ADDENDUMS FOR LOCOS.**

Moore, C. H., Lbr. Co.

Not inc.

Built Clermont down Warner Brook in 1890, 3 miles. Sold to T. C. Wainman who inc. it as the Clermont and Marvin Creek RR in 1892

#296 2 Tr. Shay 1890 CN 296 30 tons. New. Sold to Wainman, 1892

Neilyville & Chappel Fork RR

Not inc. Logging RR of Joseph W. Neily

Built about 1887 from Neilyville (adjacent to Morrison) up Hemlock Run several miles. 36" gauge. Had 1 loco: #1 4-4-0 Brooks 1882 645 ex Bradford Ry #13.

Aband. after 1890.

Lettered N&CFRR.

North Kane RR

Not inc. Logging RR owned by West and Brittain (Lbr. xxxxxxxx)

Built Kane to North Kane, 2 miles about 1886. 36" gauge.

Railroad sold to Geo. W. Campbell in 1888 to become part of Kinzua Creek & Kane RR. Unknown what loco. they had.

Mt. Jewett, Kinzua & Riterville RR

This railroad was owned by E. K. Kane and was five miles long. It leased and operated 5 other railroads built by Kane and a 6th which he purchased. Most were used as logging lines to bring logs into his Kushequa saw mill. Several of the five other railroads had locomotive lettered with that company's name, but they were used interchangeably where needed on the entire system. Kane at one time had visions of the MJK&R being a trunk RR. All locos eventually lettered MtJK&R or Kushequa Route.

Inc. 4-12-1889 Mt. Jewett to Kushequa, 3 miles and up Fuller Brook, 5 miles to Crawford Summit.

Built 1889 Mt. Jewett to Kushequa, 3 miles and to Doyles (Camp Halsey) 2 miles. It was never built up Fuller Brook. 36" gauge. Changed to std. g. 1891.

Served the Kane's saw mill and later the brick plants.

Sold 9-21-1931 to Baltimore & Ohio RR, Mt. Jewett to Kushequa, as part of the RR&P being acquired by the B&O. During 1930s only operated when a car of bricks being shipped out.

Aband. 1942. As part of B&O sale in 1931 ICC approved aband. of lines previously torn up: Kushequa to Backus to McKean, 6.8 miles; McKean to East Smethport, 8.5 miles; BR&K in Smethport .9 miles; K.&S. RR, .12 miles; Kane RR .3 miles in Mt. Jewett, Mead Run RR, Mt. J. to Evano, 2.8 miles.

Kane RR

Inc. 4-3-1899 Mt. Jewett to Kane, 11 miles.

Built Mt. Jewett to B. & O. RR, 1/3 mile. This road was formed as a threat to the Pittsburgh and Western RR (B&O)

The short piece of track in Mt. Jewett taken out prior to 1936

Kinzua Hemlock RR

Inc. 6-7-1890

Built Camp Halsey (end of MtJK&R) to Westline, 8 1/2 miles in 1891.

Leased to MJK&R 1-1892. Served as a logging railroad.

Sold Dec. 1904 or July 1905 to E. L. Day and leased to Valley RR. Was used by Day's chemical plant at Westline to ship freight out over BR&P.

Aband. 1936.

Had locos. See below.

Mt. Jewett, Kinzua & Riterville RR system cont.

Kushequa RR

Inc. 5-3-1898

Built Kushequa to Bachus (connect with RR&P) 7 miles, 1898 and Bachus to near Farmers Valley, 9 miles, 1902-04. Intended to reach forest lands owned by Kane as logging RR. Had locos. See below Went to Langdon Brook.

Aband. McKean to Farmers Valley 1913-14; McKean to Kushequa 1932.
Leased to Mt.J.K&R 1-1-1903

Meads Run RR

Inc. 4-24-1897 as a logging RR

Built Mt. Jewett, Evano down Mead Run 11 miles in 1897. Aband. 1903-05 Evano down Mead Run.

Built Evano down Windfall Run to Olivedale. Aband. by 1910.
No locomotives. Used only for bringing logs to the saw mill.

Smethport RR

Inc. 3-6-1899 McKean to Smethport, 6 miles.

Built 1899. Intended to connect Mt. Jewett to Smethport as a standard gauge RR in competition to the narrow gauge Bradford, Bordell & Kinzua. E.K. Kane did not have timber land along it. No locos.

Aband. 1932 after B&O acquired the MtJK&R. B&O didn't get the Smethport RR.

Keating and Smethport RR

Inc. 8-12-1899 by the Smethport Extract Company, the only company served by the RR.

Built Smethport to East Smethport, 1 miles, in 1900 connecting the extract company to the Pa. RR at East Smethport and PS&N at Smethport.

Leased 1-12-1905 B.E. & KRR 7 miles Ormsby Ect. to Smethport for several years or one year and then BR&K tore it up. Acquired the crossing of the PS&N by BR&K.

Poors Manual said it had two locomotives. One was n.g. and used for ferrying std. gauge cars from MtJK&R over the PS&N and the other switched the extract company.

Leased to MtJK&R 8-8-1911 when Kane bought all the stock. Aband. 1932?

? unknown acquired 1900 second hand. Probably disposed in 1905 when 0-4-4 bought.

? 0-4-4 Baldwin 1891 11651 ex Manhattan Ry. #330, acq. 1905. Became MJK&R #14, 1911.
6 2-6-0 Prooks 1878 326 ex Bradford, Bordell&Kinz. #6, acq. 1905, 36" gauge.
Became MJK&R #6, 1911

Mt.J.K.&R.R.R. Roster

Lettered	No.								
MtJK&R	1	2 Tr. Shay	1889	243	35 tons	New			Sold Raine & Raine Lbr, Empire, Elk Co. 1892
"	2	2-Tr. Shay	1891	325	40	New	"Edward Bellamy"		Sold prior 1895 to Hercules Powder Co, Miss.
Kinz.Hamlock	3	2-4-2T Baldwin	5-91	11910					Sold to Wm. Holmes, Pembroke, Wisc. #1 8-3 31-92. May have been named John P. St. John
Kinzua Hem.RR	3	2-8-0 "	"	11516					ex Birminham, Sheffield & Tenn. River RR #16, acq. 1891. "John P. St. John"
"	4	4-4-0							ex Pa. RR, acq. 1891-92
"	5	unknown.							(It may have been an 0-4-2T, Baldwin 1889, CN 10362 built for John E. DuBois #2, DuBois, Clearfield Co. and sold to Kane. It may have been #7 instead of #5.)
"	6	0-4-0							second hand
?	6	2-6-0 Prooks	1878	326					ex Keating & Smethport RR #6, acq. 1911. S. 1913. 36" gauge.
Kinzua Hem.RR	7	2-8-0							second hand, "General Otis", acq. 1896-97.
Kushequa RR	8	4-6-0							second hand, acq. 1899
"	9	2-8-0 Baldwin	1900	18687					New. "Evan O'Neal Kane" So. 1911
	10	Steam passenger car							acq. 1900 from Pitts.&West.RR. Orig inally a 4-2-0 built by Chaplin & Lantz for Evergreen Ry. #2 of Pittsburgh. Acq. by P&W when took over Evergreen RR. Narrow gauge coach body fitted 1884? Converted to std. gauge. Sold 1900 to Mt.JK&R #10. Wrecked?
	10	Gasolene rail bus							built 1923 by Edwards
	11	Steam pass.car							acq. 1900 from Pitts&West.RR #9. Orig inally 0-4-0T built by Parker & Karns City RR in 1880 and about 1888 rbt. with horse car body for use on Evergreen Branch of P&W. Converted to std. g. and sold to Mt.JK&R #11. Wrecked?
Kushequa RR	12	0-4-0T							second hand
"	13	4-6-0 Baldwin	1903	22222					New "Theodore Roosevelt". So. 1931
?	14	0-4-4 Baldwin	1891	11651					ex Keating & Smethport RR, acq. 1911. Gone after 1920. on 5-28-1912 to Bell Deal Lbr. Co., BURL, Pa.
#?		second hand engine							on property in 1920s
#?	3	Tr. Shay	1904	872	70 tons				ex Central Penna Lbr. #73, acq. 1931. Sold to Boswell Lbr. Co., Somerset County, 1934.

The only connection with Pennsylvania RR was at East Smethport. The Pittsburgh, Shawmut & Northern RR wouldn't let Kane cross their track in Smethport, and so the BB&K was used with a special ferry car to carry std. gauge cars on its narrow gauge wheels. In 1913 the courts required the PS&N to allowed the gauge to be widened to std. and so the n.g. operation was discontinued. The K.&SRR in 1905 had leased all the BB&K from Ormsby just so as to have the crossing. Rest of line torn up in 1906 by BB&K.

Nusbaum Chemical Co.

Inc. 7-2-1902 and built a logging railroad to bring in chemical wood from mouth of Fuller Brook, 4 miles S.W. of Bradford, up Fuller Brook and later along West Branch to Lafayette Twp line. 36" gauge. Railroad probably started before chemical company incorporated as it began in 1887 as Philip Nusbaum & Co. RR aband. 1923-24 when plant closed.

?	unknown									Sc. 1924
?	2 tr.	Heisler	1901	1056	20 tons	second hand				"
3	"	"	1910	1200	18 "	New				Sc. early 1920s.
4?	Cl.A	Climax				unknown				

Oil Valley RR

Owned by W. S. Weed Lbr. Co. **WATSONVILLE TO WILBER STA. ON PENNA. R.R.**
 Inc. 11-24-90 Built Watsonville up North Branch Chappel Fork in late 1880s, about 4 miles. Gauge unknown. Aband. about 1894. **Corporation dissolved 1892.**
 May have had two locomotives but information only known on one -
 Cl. A. Dunkirk 1890? 12-16 tons New vertical boiler Sc. or transfered to Valley RR at Glen Charles

Olds, Fred C.

Not inc. Built log RR at Crosby after 1900 up Robbins Brook 2 or 3 miles, Std. gauge.
 Aband. 1905
 Had Cl. B. Climax of unknown origin which in Dec. 1905 was sold to Clawson Chemical Co. at Glen Hazel, Elk County.

Potato Creek RR

Inc. 1-10-1907 by the Goodyear interests to haul logs for Austin mill from Norwich area. Built Keating Summit to Norwich, 1 1/4 miles, in 1910 and 1 mile Norwich to Betula in 1911. Served as logging RR and for shipping lumber out to the Buffalo & Susquehanna RR at Keating Summit.
 Built in 1920 2 miles from Betula to Hamlin on Pa. RR and then aband. 1-8-1921 the line from Keating Summit to **Norwich** at Betula served large chemical company.
 Aband. Betula to Hamlin 10-27-1927 when chemical plant closed. **NORWICH-BETULA, 1 1/2 mi. 1890-1927**
 Locomotives letter P.C.R.R. Std. Gauge 30-50 miles of log branches.

1	3 Tr.	Shay	1892	379	65-70 tons	ex G.L.Co.	#11		Sc. 1919
2	"	"	1901	677	70-80	"	#12		
3	"	"	1893	427	"	"	#1	Sold Glenfield (NY) Const.Co.	
4	"	"	1888	206	60-65	"	#4	Sc.	
5	"	"				"	?		
6	"	"	1905-6	974	70-80	"	#19	Sold Jerseyfield Lbr. Co(N.Y.)	
7	"	"	1892	377	65-70	"	#7	" Kendall Lbr. Co., Cheat Haven, Pa	
8	4-6-0	Schen.	1897	4553	ex Chicago, Hammond & West, RR		#109	Sold Emporium Forestry Co., N.Y.	
9	3 Tr.	Shay				ex G.L.Co.	#16?		
10	"	"				"	#14 or 10		
18	"	"	1904	876	70-80	"	#18	Sold Freehold Coal Co., Va. 1920	
20	"	Climax	1906	638		"	#20		
21	2-6-0	Bald.	1903	23,154		"	#21, rebt	from 0-6-0. Sold to Algoma Steel Co., Canada	
22	2-4-2T							second hand	

It is not known why the engines were given different numbers when brought over from other Goodyear Lbr. Co. operations in Potter Co.

Norwich Lbr. Co.

Inc. 10-22-1910 for a saw mill at Norwich which was served by the Potato Creek RR. P.C.RR operated logging railroad branches on Norwich lands: Pigeon Run, Haven Run, Indian Run 1910-1914; South Fork 1914-17; Brener Run 1918-1920.

Quinn, Thomas H. & Co.

Not inc. Built from Quinwood in 1891 up Gum Boot Run. Torn up about 1896. Std. gauge. Logging.
 1 2 Tr. Shay 15-20 tons second hand Transferred to Quinn Co. at Straight, Elk Co.
 ? " " 20-25 " " "

South Branch RR

Inc. 5-6-1897 Mt. Jewett to mouth of Mead Run (same location as Mead Run RR). Owned by Rich Lbr. Co.
 Built Mead Run Jct. (3 miles from Mt. Jewett on Mead Run RR) down South Branch 5 miles to Jury, 1898. Std. G.
 Aband. 1902

2	3 Tr.	Shay	1894	464	65 tons	ex Keystone RR, Gardeau, McKean Co.	1898. Transferred to Wanakena, N.Y. 1902
3	2 Tr.	"	"	465	35	ex Keystone RR.	Sold to A. W. Cook, Brookville, Jefferson Co.
4	3 Tr.	"	1898	553	65	New	Transferred to Wanakena, NY

Sugar Run RR
 Inc. 11-9-1891 Sugar Run Jct. on West Branch RR (later called Allegheny Jct.) to Sugar Run Sta. on W.N.Y. & Pa. RR, 12 miles. Owned by A. A. Healy Tanning Co. ^{Std. Gauge}
 Built off Hazelton's log RR northwest into Sugar Run tract in 1892. ^{Aband 6-30-1908}
 #10 3 Tr. Shay 1891 360 65 tons Leased from Allegheny & Kinzua RR. Disposition unknown.

United Lbr. Co.
 Inc. 5-18-1891 as reorg. of Briggs and Farnsworth who had a RR from Liberty up Rock Run several miles. RR inc. 4-19-1892 as Portage Creek & Rich Valley RR. Refer to it for locos.

Valley RR

Inc. 2-14-1894 by W. S. Weed & Co. (lumber)
 Built Levensville (Westline) up Thundershower Run 4 miles and 5 or 6 miles up Turn Up Run (Turnip Run) toward Lafayette in 1894-95. Std. g.
 Aband. 1900 except Westline to Glen Charles (where saw mill was), 1 1/2 miles.
 Sold 1900/01 to Day Chemical Co. as reorg. 4-24-1901 as Valley RR. (see below)

? Cl. A Dunkirk 1890? 12216 tons. Transferred from Oil Valley RR, McKean Co. maybe. Sc.

231 2 Tr. Shay 1889 231 27 tons Transferred from Glen Hazel & Shawmut RR (Elk Co)
 1 2 Tr. Shay 1891 374 40 " " "
 #231 was sold to Day Chemical Co. for their Valley RR. #1 disposition is unknown.

Valley RR

Inc. 4-24-1901 by the Day Chemical Co. and took over the Valley RR of W.S. Weed & Co..
 Westline to Glen Charles, 1 1/2 miles.
 Leased Kinzua Hemlock RR 12-12-1904 or 7-1-1905 Camp Halsey to Westline to serve as an outlet for the chemical plant, and for getting chemical wood.
 Bought 1913/14 Camp Halsey to Kushequa, 1 1/2 miles from Mt. Jewett, Kinzua & Riterville RR
 Trackage rights obtained over Pa. RR from Westline to Kinzua about 1929 (when Pa. stopped running into Westline because track too light for their locos.
 Aband. Westline to Glen Charles, 1 mile, unknown date, but early.
 " Westline to Kushequa 7-17-1936, 2.4 miles ^{Nov. 13}
 " 1/2 mile of remaining trackage in Westline in 1953 and gave up trackage rights over Pa. RR (who then aband. from Kinzua to Westline) as a result of chemical plant closing.

From 1936 to 1953 this was the shortage common carrier RR in the United States with only 1/2 mile track (but it also operated the Pa. RR branch from Kinzua, but that was not listed in the Official Guide.)

231 2 Tr. Shay 1889 231 27 tons ex Valley RR of W.S. Weed. Sc. 1919?
 1 2-6-0 second hand Sc. late 1920s
 ? 0-6-0 Altoona 1882 736 ex Pa. #6217, B-3, acq. 11-1904
 ? 4-6-0 N.Y. Loco. W.86 200 ex W.N.Y. & Pa. 114, acq. 6-1906
 2 2 Tr. Shay 1913 2709 ex A. A. Urmann, Ridgeway, acq. 1919. Sc about 1940
 58 3 Tr. " 1908 2059 65 tons ex Central Penna. Lbr. #58, acq. about 1930. Sc. about 1950.
 2 3 Tr. " 1922 3173 70 tons ex Kane & Elk RR, bought 1940. Sc. about 1950
 none Gasolene Vulcan 1929 4007 25 tons ex Spencer Heater Co., Bradford. Transferred to Susquehanna Chemical Co. at Custer City, McKean Co. to switch chemical plant.

Weaver, Henry P.

Not inc.
 Built log RR Riderville west 2 miles to Fuller Brook and on that stream about 1888.
 Aband about 1899. In 1890 referred to as part of Kinzua Valley RR but was not connected
 Built at Mt. Alton about 1885 a tram road with a "tram loco." Torn up about 1888. Nothing known on this.

Unknown engine whose boiler blew up in 1885
 #? 2 Tr. Shay 1888 CM 223 25 tons. New. Sold to Kuhns & Goodwin, Dunlo, Somerset Co., about 1899

Weed, W. S. & Co. - See Oil Valley RR and Valley RR

Wetmore, L. D., Lbr.

Not inc.
 Built log RR at Ludlow toward Wetmore and down East Br. of Tionesta Creek in 1889. Was on Two Mile Run, Slater and Wildcat Runs. Torn up about 1900. Std. g.
 0-4-2 Porter 1889 1064 New disposition unknown
 0-6-0 " 1896 1686 New disposition unknown

Wright & Miller

Not inc.
 Built 1893 36" gauge log RR at Rixford south east 1 to 2 miles. Torn up about 1896.

Wright & Miller

Not inc.
 Built Springer up Mead Run 4 or 5 miles in 1903, 36" gauge. Sold about 1908 to John Hazard. May also have been on Markham Run.
 Cl. A. Dunkirk "Old Hulda" transferred from Elk & Highland RR at Nansen, Elk Co. rod engine of unknown origin. Both engines probably sold to J. Hazard.

Western Pennsylvania Coal Co. Paper Railroads
 Inc. 6-4-1839 to hold 2000 acres in Warren and McKean Cos and build a RR to the Allegheny River in those counties or another RR.

Lafayette RR
 Inc. 4-3-1851 From N.Y. State line in McKean Co. in Tuniangiant Valley to coal mines at Lafayette Twp.
 Suppl. 4-6-1867 may extend to coal mines in Hamlin Twp also

Coudersport, Portage and Allegheny River RR Inc. 4-12-1851 See Potter Co.

Susquehanna & Erie RR Inc. 4-15-1851 See Lycoming Co.

Lawrenceville and Oswayo RR
 Inc. 5-1-1852 From Lawrenceville, Tioga Co. to Smethport or Ceres, McKean Co.

Jersey Shore, Pine Creek & State Line RR Inc. 4-11-1853 See Lycoming Co.

McKean Coal & Iron Co.
 Inc. 4-28-1857 to hold land in Elk and McKean Cos and build RR to connect coal lands to Sunbury and Erie RR or Allegheny Valley RR.

McKean County RR - McKean RR and Nav. Co.
 Inc. 5-12-1857 From N.Y. state near crossing by Allegheny River to Sunbury and Erie RR in Elk or McKean Co. **MERGED 3-10-58 with Allegheny Nav. Co. to form McKean RR + NAV. Co.**

North-West Portage RR
 Inc. 3-1-1859 Allegheny River, Eldred Twp to Sunbury & Erie RR.

Northern RR & Nav. Co. Inc. 3-23-1867 See Elk Co.

Clearfield & Buffalo RR Inc. 3-15-1870 See Clearfield Co.

Elk & McKean RR Inc. 4-5-1870 See Elk Co.

West Penn Coal Co. Inc. 3-27-1873 See Elk Co.

Warren and Bradford RR
 Inc. 4-17-1878 Bradford to Sugar Run, 14 miles

Kane, Kinzua and Alton RR
 Inc. 1-2-1879 Kane to Alton, McKean Co. 18 miles

Big Level RR
 Inc. 4-11-1879 Kane to Howard Hill in Hamlin Twp, 12 miles

Bradford & Kendall RR
 Inc. 5-16-1879 Bradford to Kendall, 3 miles

Bradford, Custer and Warren RR
 Inc. 5-5-1880 Bradford to Custer, Bradford Twp, 4 miles

Bradford and Clermont RR
 Inc. 2-3-1881 Ornsby to Bishop's Summit, Sargeant Twp, 15 miles, 3' gauge

Eldred, Ceres & Wellsville RR
 Inc. 5-5-1881 Eldred to Ceres, 8 miles 3' gauge

Big Level and Bradford RR
 Inc. 9-13-1881 Kane to Howard Hill, 14 miles

East Branch Tionesta RR
 Inc. 1-12-1881 From Tionesta Valley RR at South Br. of Tionesta Creek, Warren Co. up East Br. 15 miles in McKean Co.

Clermont and Bradford RR
 Inc. 6-10-1882 Clermont to Mt. Jewett, 14 miles

Bradford & Tiona RR
 Inc. 7-10-1882 Anderson's on Kinzua Creek to Tiona, McKean Co., 12 miles to connect at Andersons with Bradford and Garfield RR and at Tiona with Garfield and Cherry Grove RR.

Bradford and Garfield Air Line RR
 Inc. 7-31-1882 Bradford to Anderson's on Kinzua Creek, 20 miles connecting with Bradford & Tiona RR
Johnsonburg and Clermont RR Inc. 11-17-1883 See Elk Co.

Crawford Jct. and McKean County Ry. Inc. 11-19-1884 See Elk Co.

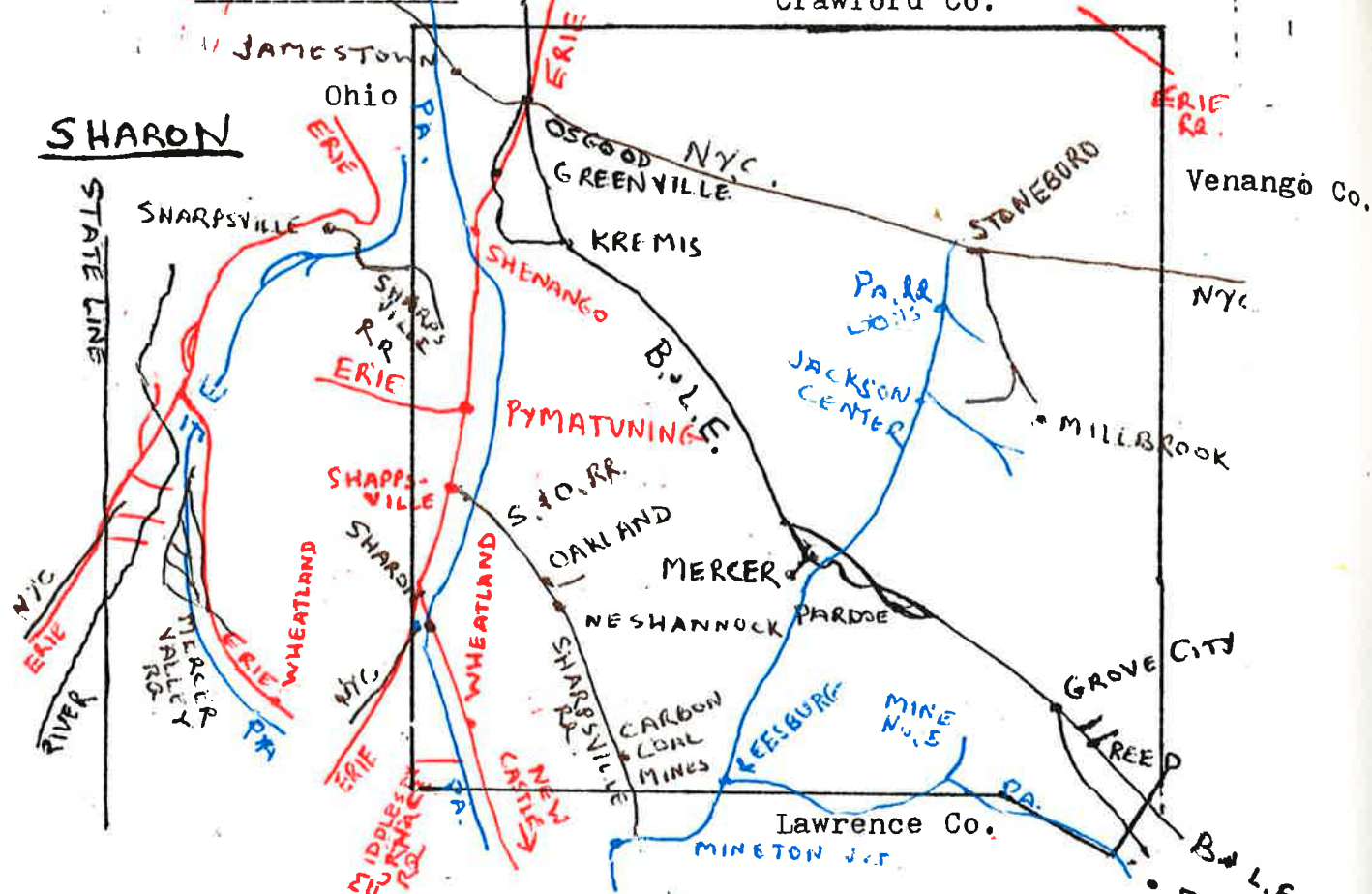
Crawford Jct. and McKean County RR. Inc. 10-26-1886 See Elk Co.

Hamilton and Corydon RR
 Inc. 6-2-1890 Allegheny & Kinzua RR warrant 4875, Corydon Twp to Kinzua Valley RR, warrant 4802. Hamilton Twp, 12 miles.

Nunundan RR
 Inc. 8-22-1900 Eldred Twp at former Smethport & Olean RR and Coryville RR to N.Y. State at Smthport and Olean RR, 10 miles Electric?

Marvin Creek RR
 Inc. 9-28-1900 Sargeant Twp at P.S.&N. RR to Hamlin, both on Emporium & Mt. Jewett RR, 6 miles

Tuna Creek RR
 Inc. 11-15-1905 RR&P RR in Bradford Twp 1 1/4 mile south of Bradford north east to Erie RR (1/4 mile) and one mile line running north to Bradford.



Mercer Valley RR

Inc. 1-3-1900 by Carnegie Steel Co. to serve their Farrell steel mill. Built from the mill south the Penna. RR and also connected with Erie RR and NYC (coming in from Ohio.) Main line was 3.0 miles and had 30 miles of sidings. It was last listed in Poors Manual in 1918 and since that time has been considered a plant facility. United States Steel Co. acquired it from Carnegie Steel. Locomotives: In 1903 had 7 engines and in 1915 had 17. Most locomotives are believed to have been bought by the Carnegie Steel Co. (which because it owned other mills, you don't know which were intended for the M.V.RR.)

#31	2-8-0	Altoona	1879	402	ex Pa. RR #18,	Cl. H-1,	acq. 1901-02
32	"	"	"	394	"	"	"
45	0-6-0	Cooke	1902	27816	New		
46	"	Lima	1920	5924	New		
47	"	"	"	5925	New		
25	"	Baldwin	1905	25686	ex Carnegie Steel Co. #25		

Sharpsville RR

Inc. 3-6-1876 as reorg. of Sharpsville and Oakland RR
 Opened 1877 Sharpsville to Carbon Coal Mines, 10 miles and 16 miles of coal branches in Mercer Co. Location of coal branches unknown.
 Extended to Wilmington Jct. (on Pa. RR) in Lawrence County, 7 miles by 1881. In 1883 listed as 17 miles main line and 6 miles of branches.
 B&O RR purchased controlling interest in 1884 by separately operated, Sharpsville to Wilmington Jct., 17.0 miles. Never connected with the B&O
 Receivorship 1-20-1897
 Coal mine branches to Neshannock and Furnace removed 1897.
 Abandonment approved Oct. 1930. Pa. RR bought 1.9 miles at Sharpsville and 2.8 miles from Wilmington Jct. to New Wilmington. Rest torn up 1930.
 Locomotives: Had 3 or 4 for many years, apparently all second hand.

# 7 or 9	4-6-0	Baldwin	1879	4662	ex WNY&P (Pa.RR)#97,	acq. 9-1901
8	2-8-0	Altoona	1870	514	ex Pa. #562,	acq. late 1901

Sharpsville & Oakland RR

No record of inc. Built about 1868?? 4'10" ga.
 Built Sharpsville to coal banks near Oakland, 6 miles with two 3/4 mile branches. Coal went to Lake Erie primarily. Had three locomotives in 1870
 Reorg. 3-6-1876 as Sharpsville RR
 Locos:
 #4? 4-6-0 Baldwin 1870 CN 2076 27 1/2 tons New, named "Oakland"
 (in 1880 Poors said Sharpsville RR had 4 locos, so that #4 probably correct.)

Paper Railroads

New Castle RR Inc. 5-31-1836 See Lawrence Co.

Mercer & New Castle RR Inc. 3-30-1852 See Lawrence Co.

Venango County Inc. 3-30-1853 See Venango Co.

Union RR

Inc. 3-13-1861 to complete construction of Pittsburg & Erie RR south of Crawford County line in Mercer Co.
Suppl. 4 12-1861 renamed Western Junction RR.

Western Junction RR

Inc. 4-18-1861 as renaming of Union RR and authorized route change to south of New Castle Boro, Lawrence Co.

Mercer Iron & Coal Co. Inc. 8-1-1863 to hold 5000 acres in Mercer and Venango Cos and build a RR to Jamestown and Franklin RR.

Freeport and Shenango Valley RR & Coal Co. Inc. 4-20-1864 See Armstrong Co.

Shenango Coal Co.

Inc. 3-2-1866 to build a RR from coal mines in Hubbard Twp to Ohio State Line and Wheatland Furnace, Hickory Twp, Mercer Co.

Lake Erie & Pittsburg RR Inc. 3-31-1870 See Allegheny Co.

Youngsville & State Line RR Inc. 3-17-1871 See Warren Co.

Sharon, Sharpsville & Mercer RR

Inc. 4-1-1872 Sharon to Sharpsville to Mercer, Mercer Co.

Shenango Valley and Alliance RR

Not record of incorporation. Was to run Wheatland, Pa. to Alliance, Ohio, 40 miles (1 1/2 miles in Pa.) Some surveys about 1875

Wheatland and Ohio RR

Inc. 10-16-1872 from Erie and Pittsburgh RR near Wheatland, Mercer Co. to Ohio, 2 miles.

Sharpsville and Lake Erie RR

Inc. 3-20-1879 Sharpsville to Ohio, 8 miles

Pittsburgh, Rochester & Sharpsville RR. Inc. 8-6-1881 See Allegheny Co.

Shenango and State Line RR Inc. 9-24-1881 See Lawrence Co.

Ohio River and Lake Erie RR

Inc. 11-23-1881 Sharpsville, Mercer Co. to Lake Erie in G Twp, Erie Co., 60 miles

New Castle and Salamanca RR Inc. 1-6-1883 See Lawrence Co.

New Castle Northern RR Inc. 2-1-1883 See Lawrence Co.

Sharon & State Line RR

Inc. 2-9-1885 Sharon to state line using part of an existing RR, 2 miles.

Middlesex and Bethel RR

Inc. 3-5-1886 West Middlesex to Bethel, 4 miles, Mercer Co.

Sharpsville and Shenango Valley RR

Inc. 7-28-1886 Shenango to Sharon, 13 miles, Mercer Co.

Erie, Butler & Pittsburgh RR

Inc. 5-9-1887 Erie to Greenville, 65 miles.

Stewart RR

Inc. 9-7-1887 Mercer at state line, Hickory Rwnp on Shenango River to Stewart Iron Co., 1 mile

State Line and Middlesex RR

Inc. 11-15-1887 State line, Hickory Twp near Shenango River at eastern terminus of Mahoning and Shenango Valley Ry of Ohio south of Waterman Coal & Iron RR to Wheatland to West Middlesex, 5 miles. Mercer Co.

Oil City and New Castle RR Inc. 12-10-1890 See Venango Co.

Sharon Connecting RR Inc. 10-27-1897

Inc. 10-27-1897 Waterman Coal RR (Erie RR) to Shango River bridge, Sharon north about 1/2 mile to Shenango Valley RR.

Valley Connecting RR

Inc. 7-28-1898 Stewart RR, Hickory Twp, Mercer Co. to Penna. RR at Sharon, .6 mile and Erie RR to Stewart Iron Co., .2 mile (or 2 miles)

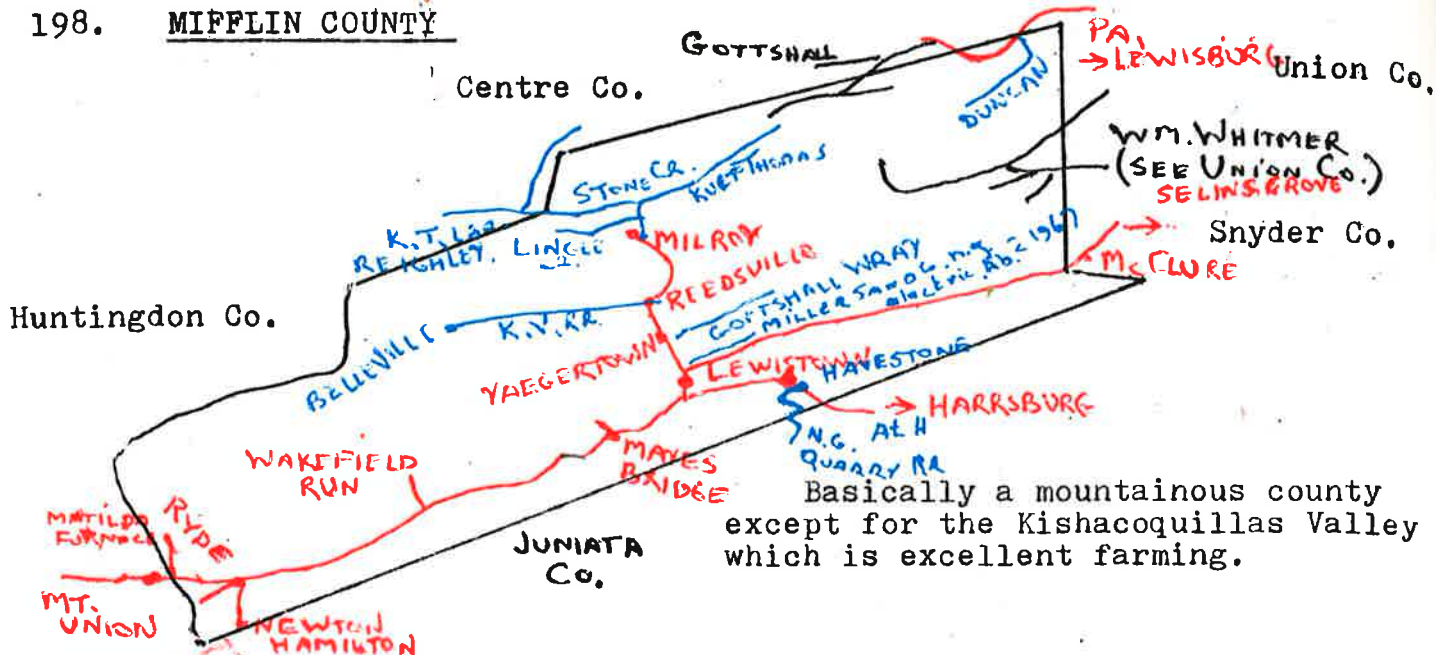
Sharon & Butler RR

Inc. 10-29-1900 Hickory Twp at Sharon Steel Co. to Mercer Twp in Butler Co., 30 miles

Sharpsville & Western RR

Inc. 5-1-1912 Sharpsville to North Sharon, 1 1/2 miles.

MIDDLESEX FURNACE RR, not inc. built prior 1860 near Lawrence County line off of Erie-Pitts RR (P.) SEVERAL MILES. Loco's. UNKNOW



Kishacoquillas Valley RR

Inc. 6-14-1892 Reedsville to Bellefonte, 9.2 miles to serve farming. Opened soon after. Operations discontinued 2-15-1940 and torn up.

#1	4-4-0	Nor. Centr.	1869			ex Northern Central #122 or Pa. #162, acq. 1893 and named Bellefonte.
	2					2nd hand
3	4-4-0	Baldwin	1900	18256		New. Derelict in 1935
4	2-6--0					2nd hand
5	4-4-0	Altoona	1886	1024		ex Pa. #1015, Cl. D7a, and Bellefonte Central #5, acq. 1920.
6	4-6-0	Baldwin	1928	60613		New. Sold to South Ga. RR #6 after 1935.
1033	4-4-0	Juniata	1905	1409		ex Pa. #1033, D16b. Acq. 1931
2082	4-4-0	"	1904	1239		" 2082 " " 1936

John Duncan

Built 1889 a logging RR from Penn Creek up Swift Run 4 or 5 miles. Torn up 1899. Also on Rock Run. 36" gauge. One loco, Cl. A Climax built new 1889, 12 tons. Transferred in 1899 to his operation at White Deer, Union Co. (White Deer Valley RR)

Adam Gottshall

Log RR came into Mifflin Co. over Long Mtn and down into Panther Run. See Centre Co.

Adam Gottshall - C. P. Wray

Log. RR built 1917, 42" gauge, from Yaergertown northeast along south side Jacks Mountain 4 or 5 miles. Sold by Gottshall in 1928 to Wray. Aband. 1933-35. #2 2 Tr. Shay 1904 c.n. 965 15 tons. Transferred from Gottshall's Renovo operation Sc. 1935.

Kulp, Thomas & Co. - Kulp Lbr. Co.

Log. RR, 42" ga., built 1893-94 from Milroy up Laurel Cr and Standing Stone Crk, 10 miles. Torn up 1899. Built in opposite direction up to headwaters Laurel Creek in 1899. Logs to saw mill at Milroy. Reorg. in 1899 as M. H. Kulp & Co. Sold 1903 to Reichley Bros. #1 Cl. B Dunkirk 1893 20 tons New. Destroyed by fire Dec. 1896. 2 Cl. A Climax " 14 " ex Laurelton Lbr. Co. #1, Dec. 1896. Transferred 1903 to M.H. Kulp, Lewisburg, Union Co. 3 Cl. B Climax 1897 154 25 " New. Transferred 1903 to M.H. Kulp, Lewisburg.

Reichley Bros

Bought saw mill and logging RR of M. H. Kulp in 1903 from Milroy to Seven Mtn area. Torn up 1909. Cut a tract of tbr they owned. #1 Cl. B Climax 1893 20 tons Transferred from Reichley, Potters Mills. Scrapped 2 " " 1899 18 tons Ditto. Transferred to Reichley at Wells Tannery, 3 " " 1903 373 20 tons New. " " Fulton Co.

Paper Railroads

Willow Bank & Burns Spring RR Inc. 4-10-1867 See Centre Co.

Kishacoquillas Valley RR Inc. 4-11-1868 Reedsville to Allenville

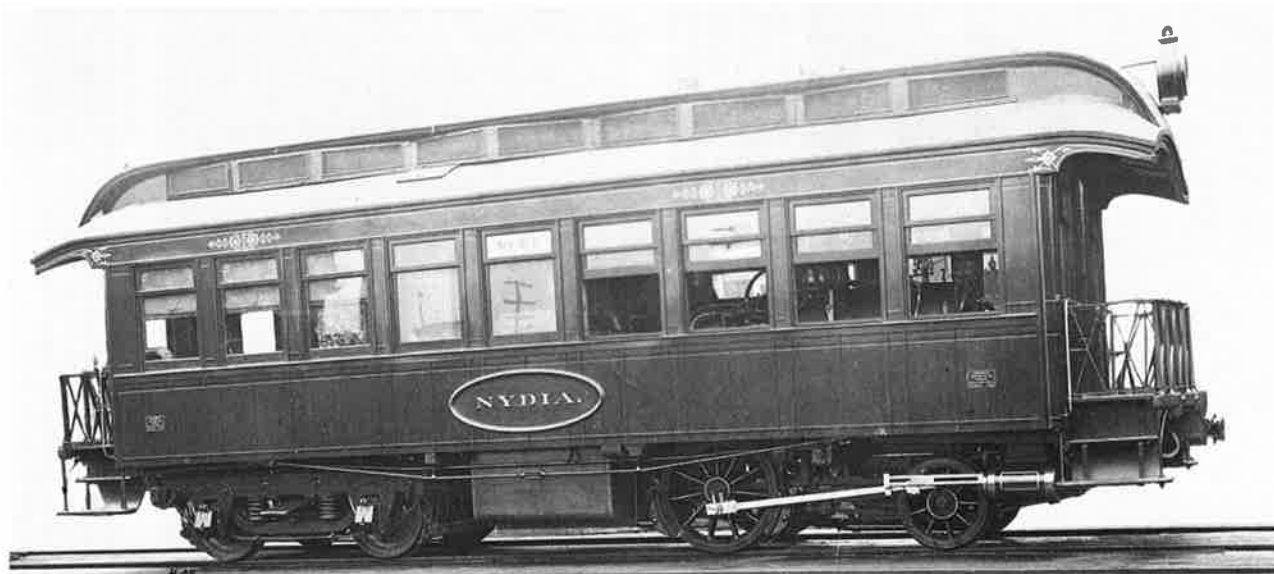
Bellefonte & Lewisburg RR Inc. 3-28-1872 See Centre Co.

Susquehanna, Pittsburgh & Western Ry. Inc. 7-25-1881 See Allegheny Co.

Delaware Water Gap and South Western RR Inc. 11-6-1883 See Bedford Co.

Bellefonte and Reedsville RR

Inc. 7-25-1908 Reedsville to Bellefonte, 10 miles. Corp. dis. 1913 (Road would have paralleled Kishacoquillas Valley RR.)



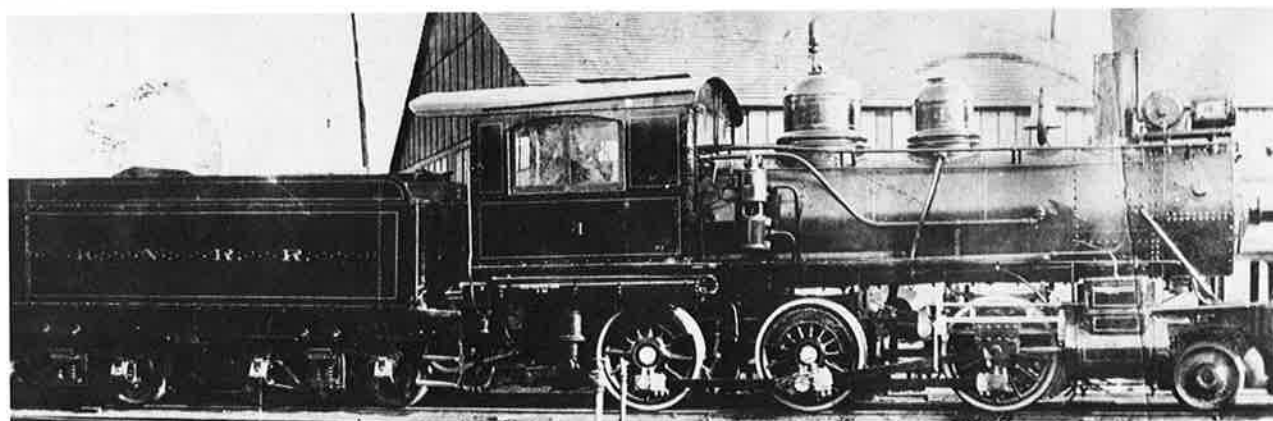
Railroad Museum of Pennsylvania

Inspection car of the Susquehanna Coal Company was built by Baldwin in 1889, c.n. 9994. The car has a horizontal boiler in the front half. Apparently coal was carried in buckets into the engine room. Most steam cars used a vertical boiler. It is not known where this car was used or why. The coal company had mines served by the Pennsylvania Railroad in the general area between Harrisburg and Nanticoke. Also unknown is the meaning of the name and the disposition of the car.



David Donkle

Williamsport and North Branch RR #15 at Hughesville. Origin of this locomotive, acquired about 1911, is unknown, and it was scrapped by 1916. The W.&N.B. was an early rural short line to discontinue passenger service in Pennsylvania when it did so in 1926. Ten years earlier it often carried a thousand persons daily in the summer, many going to and from Eagles Mere resort.



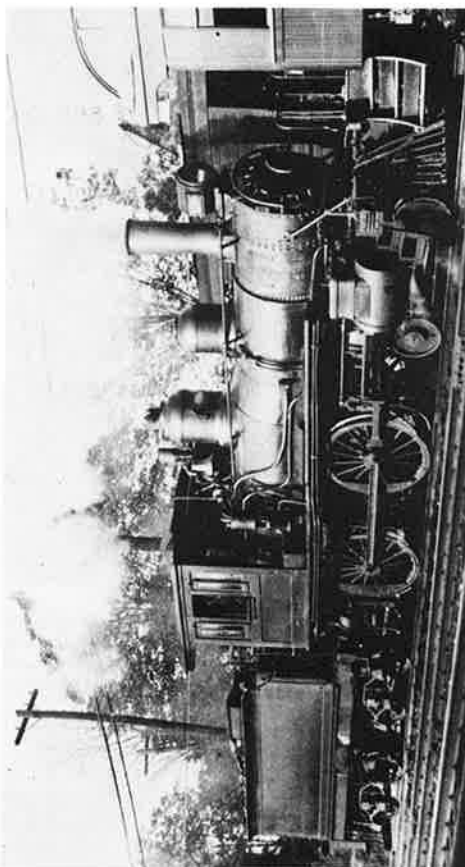
Kishacoquillas Valley No. 4 was bought second hand and was a small mogul of the size used by sugar cane plantation railroads.



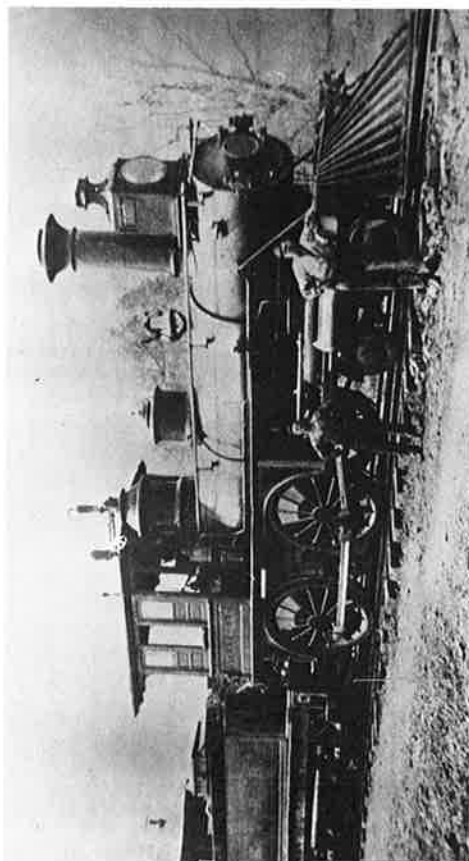
Built in 1902, two years after the Mercer Valley R.R. was incorporated by the Carnegie Steel Company, this was one of seven engines the railroad operated during its early years. The railroad was a plant facility of the Farrell steel mill at Sharon but filed annual reports to the ICC until 1932. Locomotive builder records show that Carnegie bought some locomotives in the name of a railroad which would operate it, but many were bought in the name of the steel company and later assigned to a specific mill and railroad.



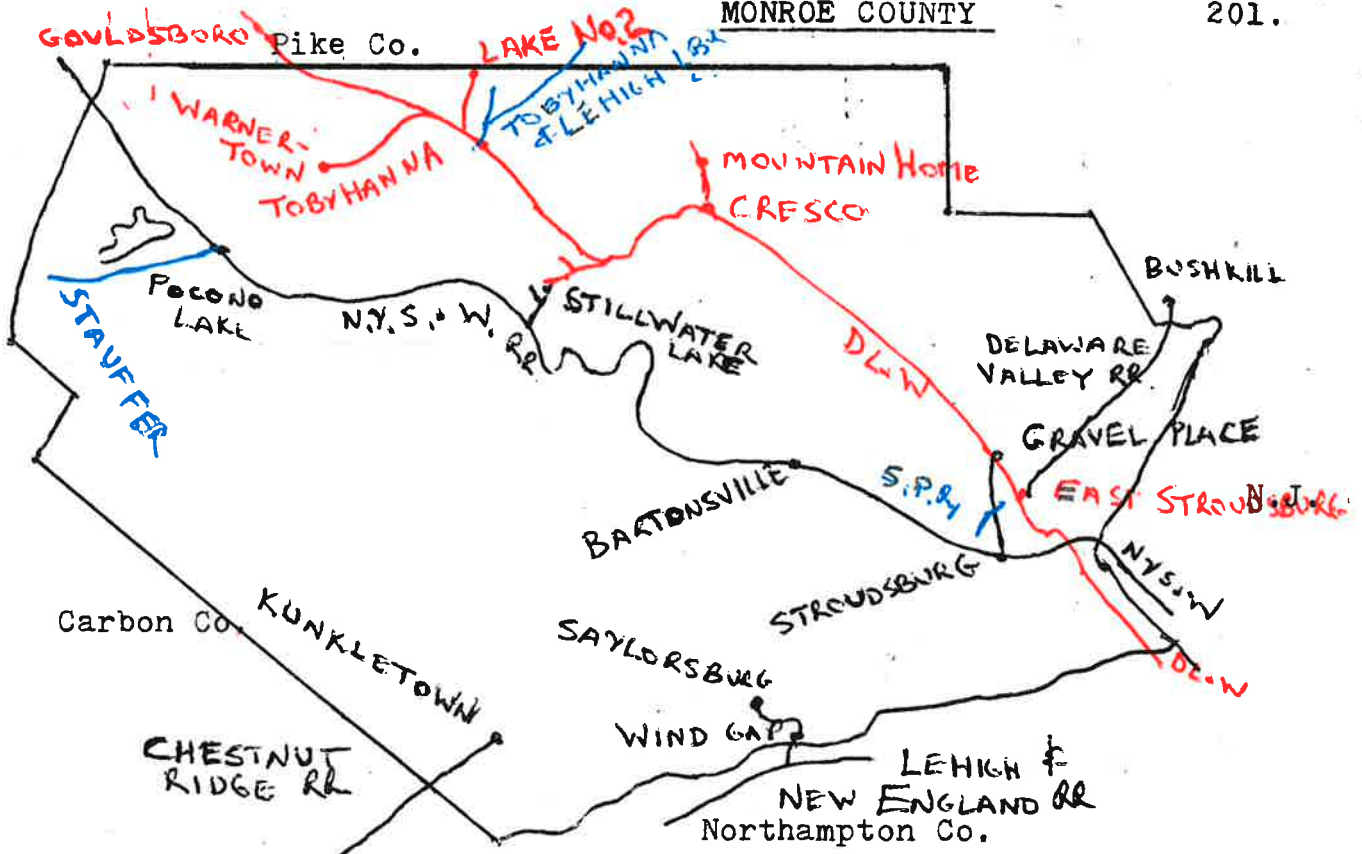
Walter Casler
The Otto Chemical Company at Sargent occasionally fired up their old Davenport engine built in 1905 for the McCall Ferry Power Co., c.n. 370, and bought by Otto about 1914 to move wood cars between the wood yard and plant. Because Vulcan and Porter were Pennsylvania companies building similar locomotives, few Davenport were sold into Pennsylvania, and this was the last one in existence when photographed in 1962.



Joseph Lavelle
Delaware Valley R.R. No. 20 waits at East Stroudsburg for the Lackawanna connection before departing for Bushkill with its single coach. The railroad had no turntable or wye. The big wooden coach dwarfs the #20 which had been a Susquehanna locomotive. The DV. carried summer vacationers from New York City and some mine props and ties cut by small saw mills on its line.



Kishacoquillas Valley Railroad No. 1 was originally a Northern Central (Penna. RR) engine. The K. V. served a farming area and Belleville which was the shopping center for the valley. It operated its passenger trains over the Pennsylvania to Lewistown during its final years in the Depression. Pennsylvania had about a dozen similar railroads, about half of which were narrow gauge.



Monroe County covers east side of Poconos and the flat area on top. DL&W RR had 3 branches on top to serve ice ponds - Stillwater Lake (NYS&W had branch also which connected with DL&W but did not car interchange), Lake No. 2, 2 miles north of Tobyhanna, and Warnertown. DL&W branch to Mountain Home served coal and lumber yard and at one time extended 1-2 miles up valley probably for lumber.

Chestnut Ridge RR See Carbon Co.

Delaware Valley Electric Ry.
Inc. 6-25-1894 Stroudsburg to Port Jervis. Reorg. 7-27-1895 as Delaware Valley Ry.

East Stroudsburg & Matamoras RR.
Inc. 10-23-1894 East Stroudsburg to Matamoras, Pike Co.

Delaware Valley Ry.
Org. 7-27-1895 as reorg. of Del. Valley Electric Ry so as to operate steam engines.
4- -1897 acquires rights of East Stroudsburg & Matamoras RR
No track built. Merged 10-26-1899 with D.V., Hudson & Lehigh RR to form DVRR.

Delaware Valley, Hudson & Lehigh RR
Inc. 6-24-1897 Wind Gap to Saylorburg to Stroudsburg and Matamoras, 55 miles. Not built. Foreclosed 7-2-1899 and rights acquired by Delaware Valley Ry 10-26-1899 as D.V.RR.

Delaware Valley RR
Inc. 10-26-1899 to run Saylorburg to Port Jervis, 52 miles and to take over charters of D.V.Ry and DV, H. & LRR.
Built East Stroudsburg to Bushkill Falls, 12 miles. Opened 7-1-1901. See serve summer vacationers, agriculture, and lumbering.
Foreclosed 11-10-1903 and reorg. 1-1-1904 as Delaware Valley Ry.

Delaware Valley Ry
Inc. 1-1-1904 as reorg. of D.V.RR, foreclosed.
Aband. authorized 5-13-1937 and tracks removed.

1	4-4-0 Kingsland	1878	-	Ex DL&W #447, acq. 1901. Returned to DL&W 1903
4	" Cooke	1884	1582	ex Bangord & Portland RR #4, acq. 1903. Later renum. #2 by DV (?). Sc.
20	" Rogers	1892	4718	ex NYS&W #20, acq. 1910. Sc when #23 came
23	" "	1894	4982	" 23 " about 1923. Returned to NYS&W in 1926 and became Erie #405
902	" Dickson	1882	328	ex DL&W #902, acq. 1926. Used about 2 years and store Sc. about 1933.
? 0-4-0	Plymouth	1929	2861	New? Bought 1929, gasoline loco., Used for carload frt. Disposed 1937 to ANWERST BARGE LINES.

25 ton

Stauffer, Isaac

Not Inc. Built logging railroad from Houser's Mills (Pocono Lake) about 1888 west-southwest toward Rte. 115. Torn up about 1900 ?
Had one 4 wheel vertical boiler geared locomotive, homemade.

Stroudsburg Passenger Ry.

Horse car railway between East Stroudsburg on DL&W and Stroudsburg.
Suppl. 3-27-1873 may use steam dummy locos for passengers and haul freight and coal
Suppl. 3-16-1872. May carry freight and coal cars by gravity.

Locomotives: Had two dummy engines -

1 0-4-0 Baldwin 11143 1890 2nd hand sold late 1890s at Baltimore Radio
2 0-4-2 Baldwin CN 12926 1892 "Pocono" sold late 1890s. Transit #1

Horse cars used until 1892. 2½ miles track. Electrified in late 1890s.
No builders record on dummy #1 but it looked like #2.

Tobyhanna and Lehigh Lbr. Co.

Not Inc.

Built from saw mill at Tobyhanna prior to 1890 north about 5 miles.
Torn up in late 1890s and relocated to Lehigh, Lackawanna Co.
Locomotive - 1 0-4-0T Dickson 1890 758 36" g.

Monroe County

Paper Railroads

Susquehanna & Delaware Canal and RR Co. Inc. 4-3-1826 See Luzerne Co.

Delaware, Lehigh & Wyoming Valley RR

Inc. 3-14-1853 Water Gap, Monroe Co. to Wilkes Barre, Luzerne Co.
Suppl. 4-16-1858 Previous route voided. Build a gravity RR from Hanover and Newport Twp line, Luzerne Co. and extend up Wyoming Valley for at least 10 miles and then go to Delaware River above Belvidere

Susquehanna and Hudson RR

Inc. 5-3-1864 mouth of Lackawanna River, Luzerne Co. or mouth of Springbrook to mouth of Bushkill Cr. on Delaware River, Pike Co.

Lehigh & Eastern RR Ry Inc. 3-10-1868+ See Luzerne Co.

Pennsylvania Inland RR Inc. 6-20-1873 See Lackawanna County

Stroudsburg and Bethlehem RR

Inc. 10-22-1877 East Stroudsburg to Wind Gap, 15 miles, Monroe/Northampton Cos. Graded 4½ miles.

Water Gap and Schuylkill RR Inc. 6-4-1881 See Schuylkill Co.

Martins Creek & Stroudsburg RR Inc. 9-6-1883 See Northampton Co.

Delaware Water Gap and South Western RR Inc. 11-6-1883 See Bedford Co.

Bethlehem RR Inc. 5-1-1861 See Northampton Co.

Pennsylvania Midland RR Inc. 6-23-1890 See Lackawanna Co.

Philadelphia and New England Ry. Co. of Penna.
Inc. 8-10-1892 Stroudsburg to Port Jarvis.

Philadelphia, Honesdale & Albany RR Inc. 3-20-1893 See Carbon Co.

Delaware and Anthracite RR Inc. 6-23-1894 See Luzerne Co.

Peoples Ry. Co. Inc. 6-16-1899 See Luzerne Co.

New York, Wyoming and Western RR

Inc. 5-9-1898 Opp. Belvidere, N.J. to Pittston, Luzerne Co., 80 miles

New York, Pocono and Western RR

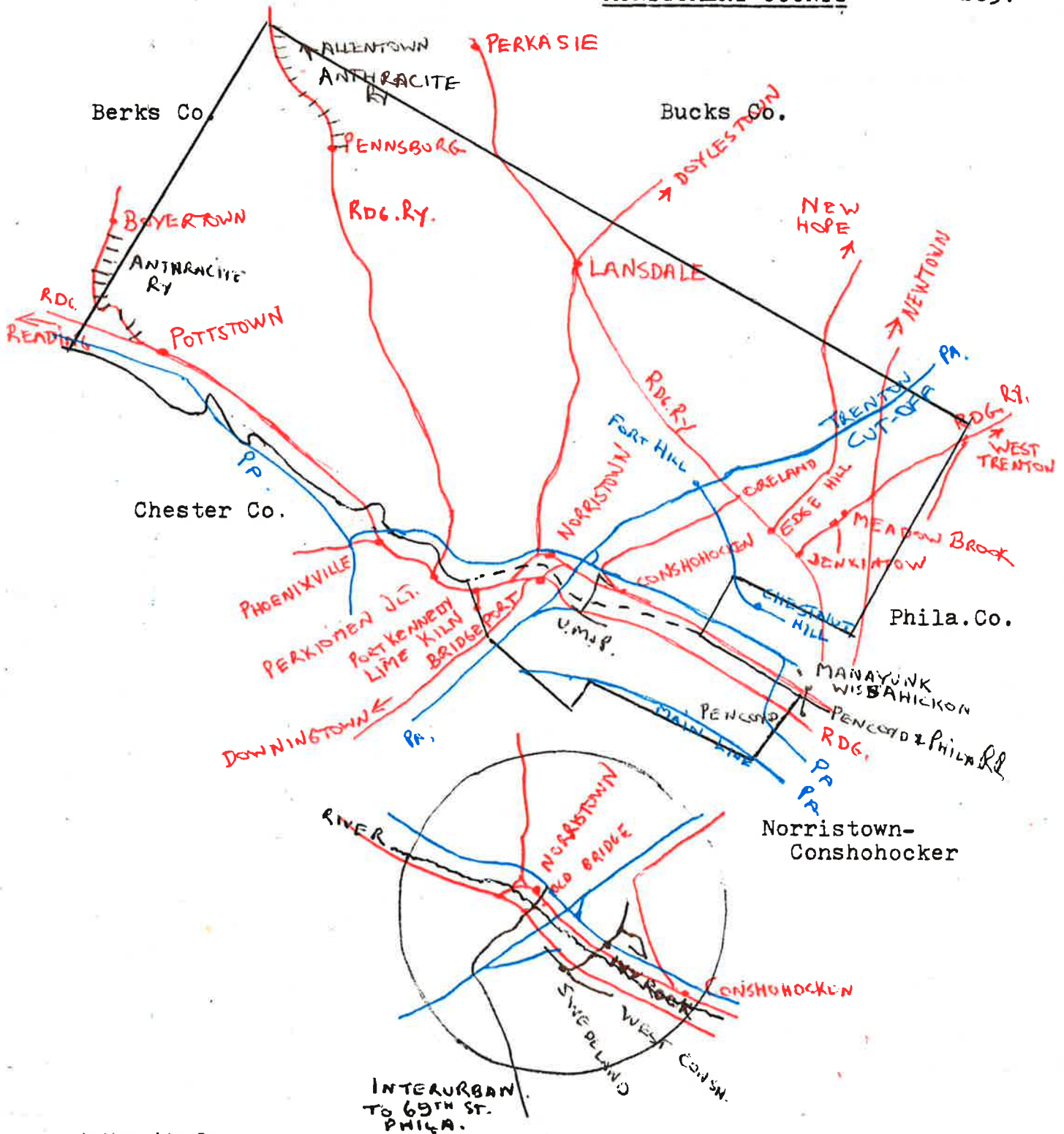
Inc. 6-25-1900 Pocono Summit, Monroe Co. to Long Pond, Turk. Twp. 5 miles

Stroudsburg and Easton RR

Inc. 6-19-1901 Saylorville, Monroe Co. to Wind Gap, Northampton Co., 4 miles. Electric ?

Eastern Midland RR

Inc. 1-6-1913 Delaware Water Gap. to Matamoras, Pike Co. 40 miles. Corp. dissolved 9-13-32



Anthracite Ry
 Inc. 1-18-1882 and took over 3 former Reading Ry lines which Penna. Dept. of Trans. had gotten from Conrail: Pottstown to Boyertown; Emmaus Jct, Lehigh Co. to Pennsburg, and branch into Kutztown, Berks Co. Took over operation 8-1-1983.

Pencoyd and Philadelphia RR
 Inc. 12-15-1899 by American Bridge Co., Pencoyd to Wissahickon. Owned .1 mile and leased 1.05 miles. Owned the bridge across Schuylkill River and leased track of Am. Bridge Co. Became plant facility 10-31-1929 and corp. dissolved 12-30-1929. Switching road with 3 locos, probably lettered American Bridge Co. Do not know when bridge across river removed.

Upper Merion & Plymouth RR

Inc. 7-9-1907 by the Alan Wood Steel Co. to basically switch their steel mill at Consohocken area. Railroad or part of it had been built earlier, probably 1902 when locos came. Ran from Swedeland (Pa. & Rdg RR connection), Ivy Rock (Pa. RR), Mill Road and West Consohocken (Rdg), 2 or 3 miles of main line and 12 miles of sidings.

Acquired track of Rainy Wood Coke Co. at Swedeland, 2.3 miles, 8-12-1930. Alan Wood had steel plant on each side of river. Company shut down about 1980, and since that time RR has required only one locomotive. RR ceased op. July 1987.

Locomotives were purchased by Alan Wood. Some were lettered Upper Merion & Plymouth. In 1914 Pools listed UM&P having 2 locomotives, and in 1938 12 and in 1962 9 diesels.

Alan Wood Steel Co. (lettered)

#1	2 0-6-0 Baldwin 1910 35779 New (UM&P)-	1	0-6-0 Baldwin 1902	20776	
		2	0-4-0 " "	21246	
		3	" " "	21334	
		4	" " Davenport 1903	14	
21	0-6-0 Baldwin 1902	5	0-4-OT Bald	1904	23667
22	0-6-0 " 1910 35779 New	-	0-4-0 " "	1910	35791 electric
23	" PORTER 1912				
24	" " 1916				
25	0-6-0 Baldwin 1918 48998 New (Alan Wood)	7	0-4-0 " "	1913	39004 3' gauge
26		8			
27	0-8-0 Baldwin 1922 55572 New (UM&P)	9	0-4-0 " "	1916	42962 3' gauge
28	0-6-0 " 1923 56630 " "	4	" " "	"	43389 3' "
	DIESELS - SEE ADDENDA #5	?	0-4-0 Porter	"	5770 std. "
		"	" " "	1917	5952 " "
		"	" " "	"	6051 " "
		6	" Baldwin	"	47392 3' "
		1	" " "	"	47393 " "
		8	" " "	"	47449 " "
		?	" Porter 1920	"	6243 std. "
		?	" " 1923	"	6802 " "
		-	" Baldwin 1921	"	54772 electric
		1	0-4-4-0 Heisler 1940	45	std. g.
		#31	0-4-OT Porter (one of the above)		
		#8	0-4-OT Bald?	xxxx9	std. g. or #3

Paper Railroads

Allentown and Norristown RR

Inc. ? 1832 or earlier. Not in Acts. See R&LHS Bul. #109, 1st page of Rdg. article

Norristown, Berks and Lehigh RR Inc. 4-7-1832 See Berks Co.

Norristown and Mount Carbon RR Inc. 4-6-1833 See Berks Co.

New Hope, Doylestown and Norristown RR Inc. 3-23-1836 See Bucks Co.

Philadelphia and New Hope RR Inc. 6-17-1839 See Bucks Co.

Chestnut Hill & Cheltenham RR

Inc. 4-21-1858 Edge Hill, Cheltenham Twp, Montgomery Co. connection North Pennsylvania RR to Chestnut Hill.

Suppl. 4-5-1859 extend Edge Hill to Phila., Germantown & Norristown RR and purchase Plymouth RR.

Attleborough RR Inc. 4-2-1860 See Bucks Co.

Wissahickon, Roxborough & Plymouth RR

Inc. 4-8-1862 Manayunk to Phila., Germantown & Norristown RR to Plymouth near Ridge Ave.

Erwinna and Hossensack RR Inc. 4-1-1868 See Bucks Co.

Tacony Valley RR

Inc. 4-13-1868 but enrollment tax not paid until 1872 Frankfort in Philadelphia City up the Tacony Valley into Montgomery Co.

Philadelphia and Merion RR

Inc. 4-15-1873 from Penna RR between Belmont Ave. and City Ave, Philadelphia to Consohocken

Colebrookdale RR Inc. 4-15-1853 See Berks Co.

Philadelphia and Delaware River RR Inc. 4-4-1854 See Phila. County

Eastern Union RR Inc. 12-19-1872 See Northampton Co.

Philadelphia and Yardleyville RR Inc. 1-13-1873 See Bucks Co.

Moreland and Bensalem RR Inc. 1-27-1876 See Bucks Co.

Germantown and Chestnut Hill RR

Inc. 8-1-1879 from Connecting RR in Phila. to Chestnut Hill, Montgomery Co, about 10 miles

New Germantown, Norristown and Phoenixville RR

Inc. 8-10-1881 Philadelphia between Ridge Ave and 13th St. to Phoenixville, 27 miles with branch RR of 6 miles to Chestnut Hill.

Philadelphia and Lehigh Valley RR

Inc. 11-22-1883 mouth of Perkiomen Creek, Montgomer Co. to Allentown, 40 miles, Lehigh Co.

Philadelphia and Northern RR

Inc. 5-14-1884 Phila. to Shoemakertown, Montg. Co. 20 miles

Philadelphia and Northeastern RR

Inc. 9-16-1886 Jenkintown to Greenwich Island, Phila., 14 miles.

Metropolitan RR

Inc. 10-7-1886 Upper Darby to Phila. at Chelham Hills, 15 miles, 3' gauge.

Chestnut Hill & Jenkintown RR

Inc. 6-12-1891 From Chestnut Hill RR near Summit St. in Phila. to North Penn RR near Glenside, 4 miles.

Roxborough RR

Inc. 7-17-1891 Plymouth to Phila. at Chelton and Pulaski Ave., 10 miles

Philadelphia & Northern RR

Inc. 4-11-1892 From German town Br. of PG&N near Wisteria St., Phila. to North Penn RR at Glenside, 6 miles.

Bridgeport RR

Inc. 4-6-1895 opp. Swedesburg in Upper Merion Twp south to Schuylkill River to Hecksher Furnace, 1 1/4 miles

Conshocken Connecting RR

Inc. 4-6-1895 in Plymouth Twp connecting with Conshocken RR, .6 mile

Stoke-Fogle RR

Inc. 11-5-1897 Rosemont to West Conshocken, 3 1/4 miles

Philadelphia, Delaware & Montgomery RR

Inc. 4-4-1906 Lafayette Sta. on Schuylkill Valley Br. of Pa. RR, White Marsh Twp, to Delaware River at Tinnecum Twp, Del. Co.

Manayunk & Philadelphia RR

Inc. 9-18-1889 opposite Manayunk on river to Phila. at League Island 13 miles. Corp. dis 1891-92

Montgomery, Philadelphia and Delaware River RR

Inc. 9-18-1889 Merion Station, Montg. County to Delaware River near League Island, Phila. 12 miles. Corp. dis. 1891-92

Ashbourne, Cheltenham & Philadelphia RR

Inc. 1-22-1890 Ashbourne Sta. on Reading RR in Cheltenham Twp to Cheltenham Sta. on P.N.&N.Y., 3 miles. Corp. dissolved 1894-95

Philadelphia, Glenside and Willow Grove RR

Inc. 8-23-1900 Cheltenham Twp north to Willow Grove Park, Abington Twp, 6 miles. Corp dissolved 1909-10

Philadelphia, Trenton & Lehigh Valley RR Inc. 3-4-1901. See Bocks Co.

Ardmore RR Inc. 5-14-1901. See Delaware Co.

Philadelphia & Schuylkill Valley RR Inc. 5-25-1905. See Delaware Co.

Cynwood, Fairview and Ardmore Park RR

Inc. 11-9-1905 Cynwood to Ardmore, 4.7 miles (probably electric)

Valley Forge RR Inc. 11-23-1905 See Chester Co.

Fairview and Merion Square RR

Inc. 11-23-1905 Fairview, Lower Merion Twp to Gladwyns, 2 1/4 miles. Corp. dis. 1908-9

Merion Square & Barron Hill RR

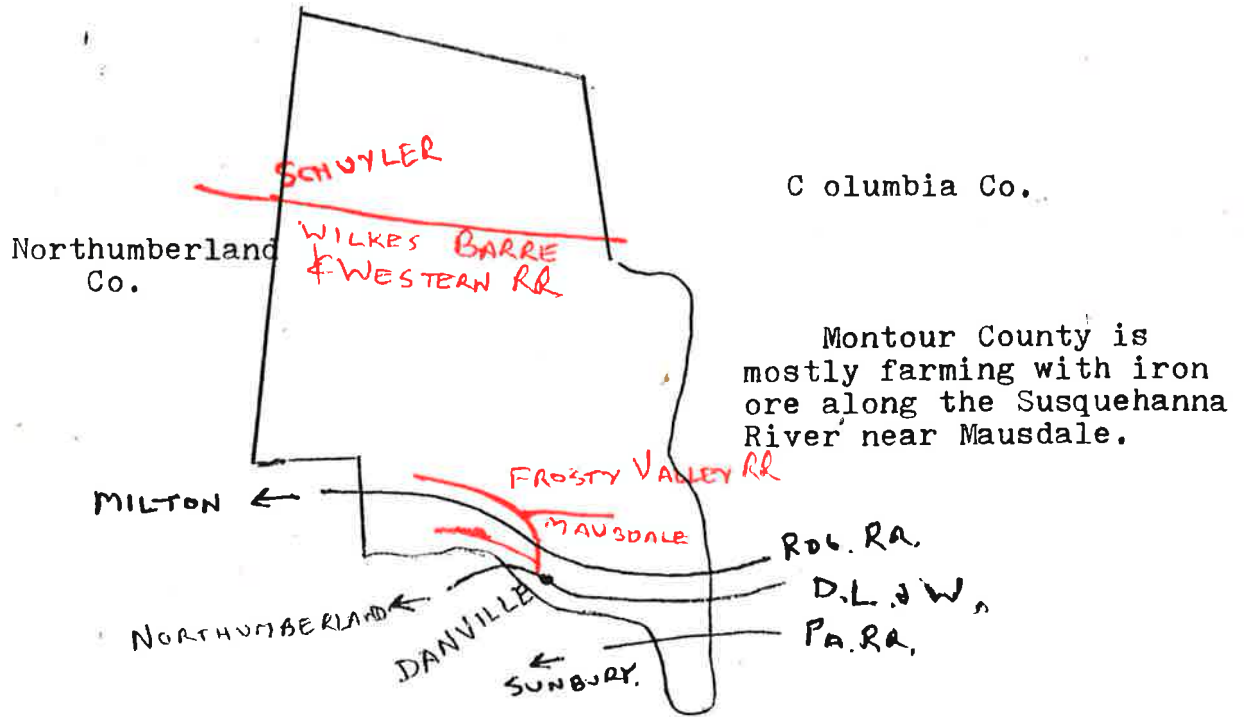
Inc. 11-23-1905 Gladwyns to Barron Hill in White Marsh Twp, 4 miles. Corp. Dis. 1908-9

Philadelphia, Norristown & Northern RR

Inc 2-13-1907 See Delaware Co.

Philadelphia Terminal Transfer: Inc. 4-1-1908. See Delaware Co.

Amityville RR: Inc. 10-12-1916 See Berks Co.



Frosty Valley RR

Not inc. Owned by Montour Iron Co. which dates back to about 1840. RR served iron mines. Ran from Danville to Mausdale, 3 miles, and north up Frosty Valley 4 miles or so to hamlet of Frosty Valley. Also several 1-2 mile spurs south of Mausdale and later on Montour Ridge 6 miles to Chulasky. Originally used horses; later saddle tanker 0-4-0s. 36" gauge. Torn up by 1890 except Danville to Mausdale.

Wilkes Barre and Western RR: See Northumberland Co.

Paper Railroads

Mifflinsburg & Catawissa Furnace RR Inc. 4-4-1837. See Columbia Co.

Danville RR

Inc. 4-16-1840 Danville to Danville & Pottsville RR in Columbia Co.
 Suppl. 4-18-1853 extend to Sunbury on south side of Susquehanna River to connect with Sunbury and Erie RR.

Danville RR

Inc. 5-19-1857 Danville via Roaring Creek to coal or Mt. Carmel Twnp, Northumberland Co.

Danville & Riverside RR

No record of inc. Listed in 1878 Dept. of Internal Affairs Annual Report, Part IV, as going to have trackage around Danville and that the name was being changed. Name change never recorded.

New York & Bloomsburg & Western RR Inc. 3-22-1886 See Carbon Co.

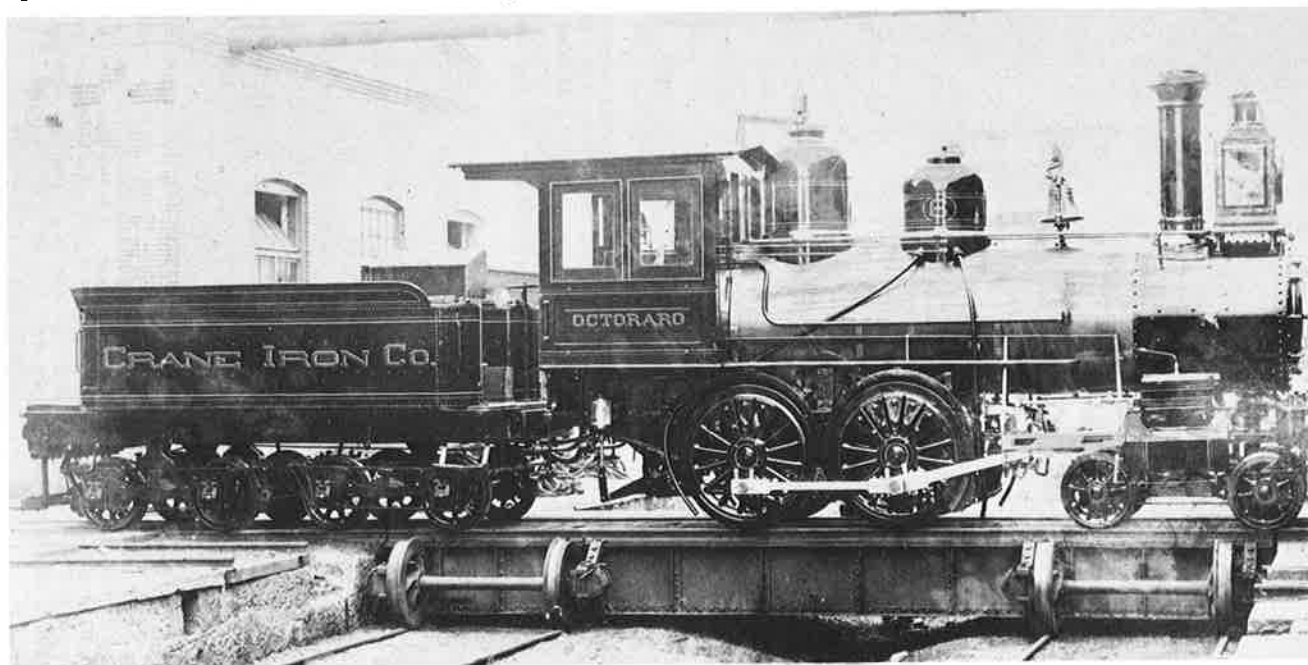
Northumberland and Nanticoke RR Inc. 4-3-1901 See Northumberland Co.

Danville and Riverside Ry.

Inc. ? . Sold 6-30-1905 to Danville & Bloomsburg Street Ry.

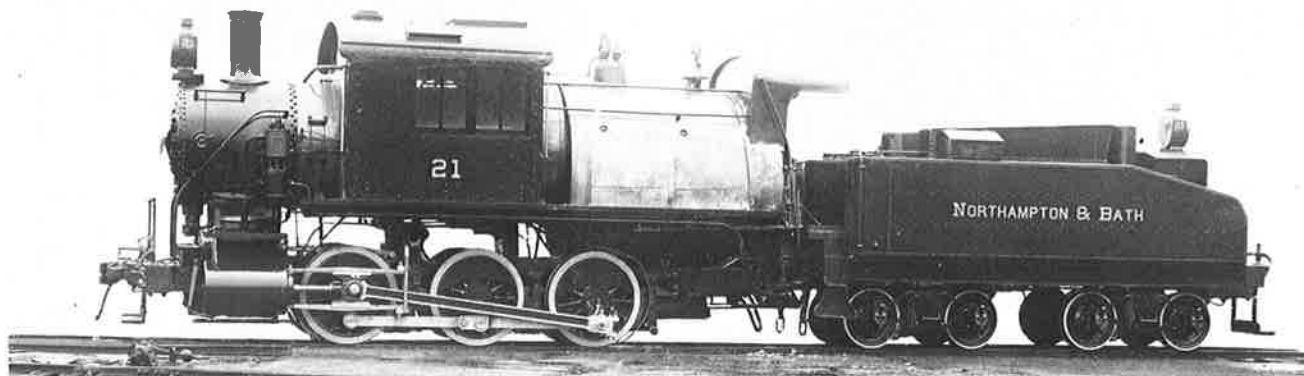


The Upper Merion and Plymouth connected the Alan Wood Steel Company to junctions with the Reading and Pennsylvania and for delivering coke from the Rainy Wood Coke Company at Swedeland. Most of the engines serving the huge steel complex were lettered Alan Wood and were mostly 0-4-0s. The U.M.&P. used 0-6-0s and this 0-8-0 built in 1922 by Baldwin.

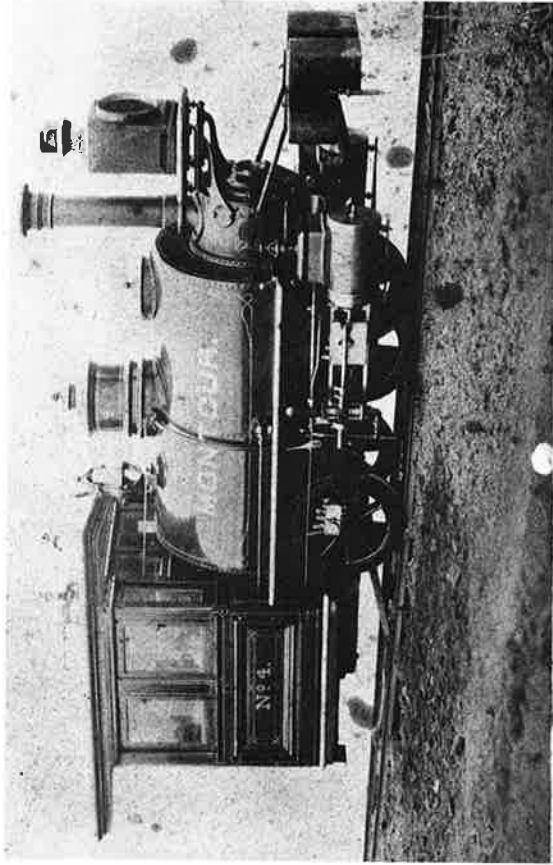


Walter A. Lucas

The "Octoraro", No. 6, of the Crane Iron Company at Catsauqua was apparently purchased second hand as the smoke box has no builders plate. Why the iron company wanted a 4-4-0, even though it had very small drivers, is unknown.



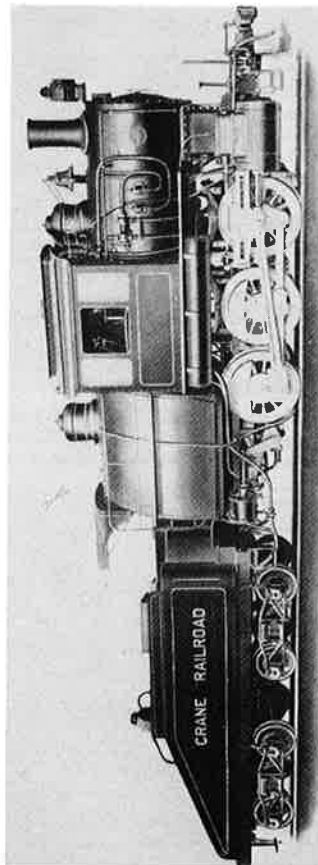
The Northampton and Bath purchased three new 0-6-0 camelbacks, Nos. 21, 23, and 24 in 1907 and 1909. With its high and up forward cab the camelback gave unusually good sight to its engineer. However, few short lines bought them, and there was practically no used locomotive market for camelbacks.



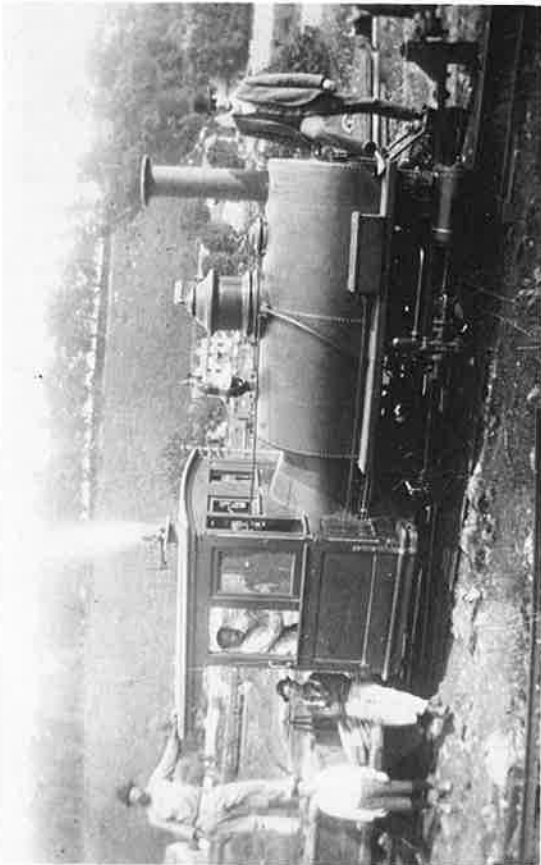
BEAMAN & TRZLAND, PHOTOGRAPHERS, Danville,

NARROW GAUGE LOCOMOTIVE! —BUILT BY— Montour Iron & Steel

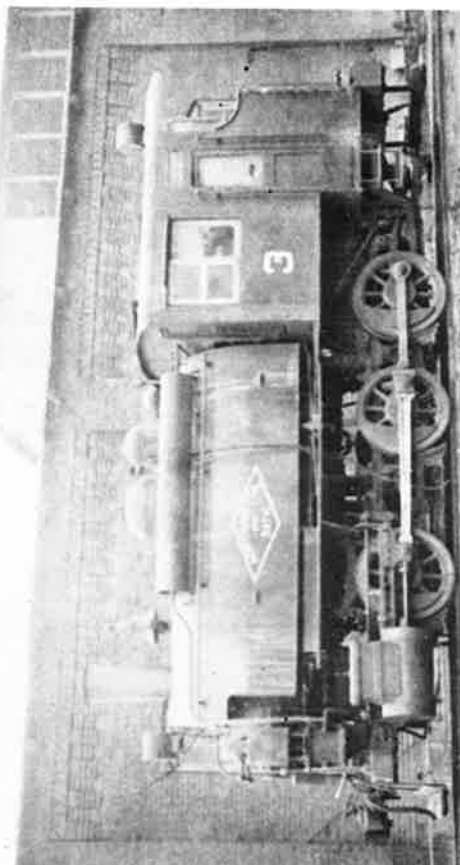
The Montour Iron and Steel Company at Danville built this ten ton locomotive probably in the late 1870s to serve its mill. Unfortunately the unusually shaped builders plate is indistinct as to the year. Montour was a major early iron and steel company in Pennsylvania. How many locomotives it made is unknown. Any that were made probably were sold into the coal field area or to the steel mill near Harrisburg at Steelton.



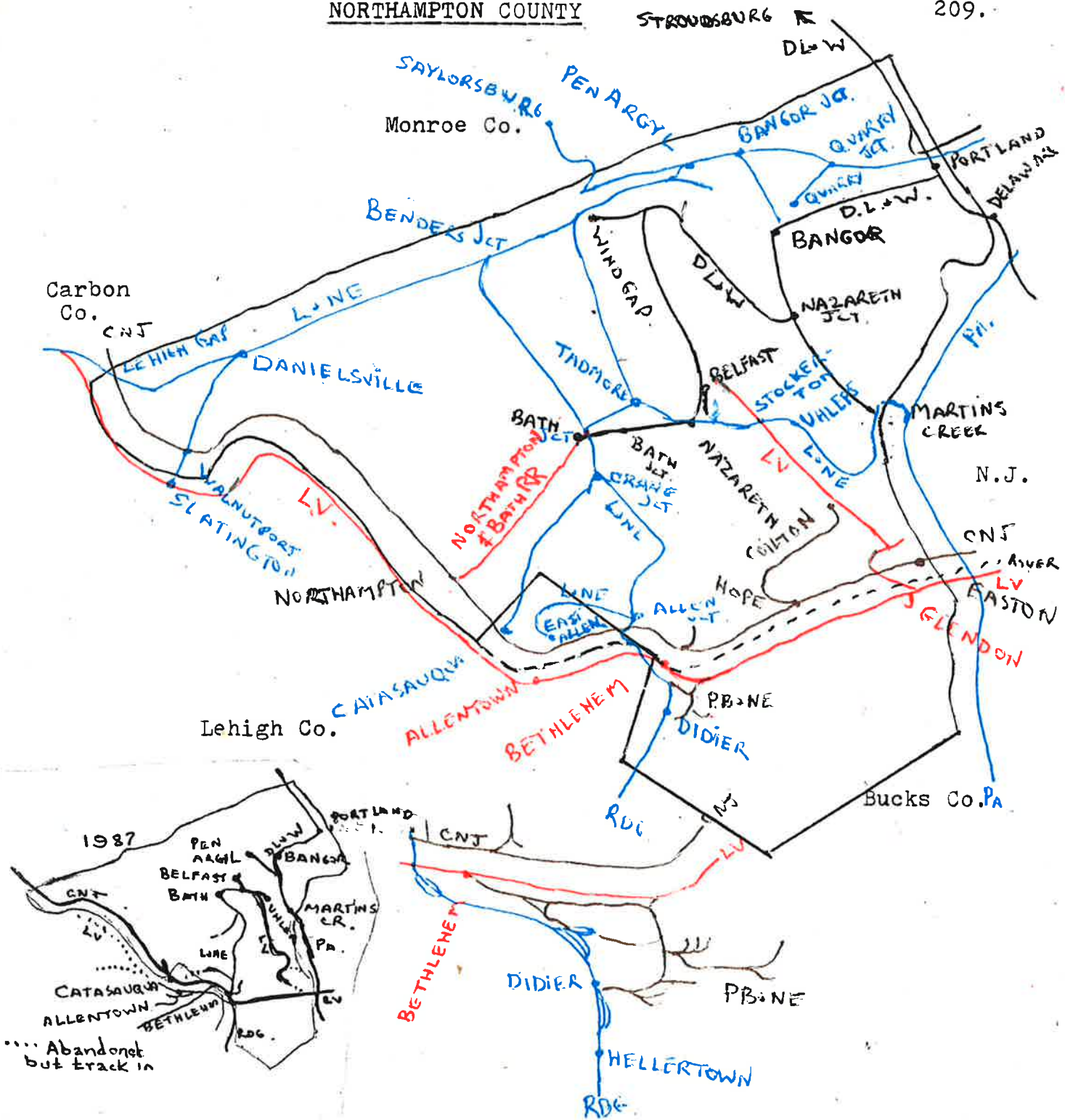
The Crane Iron Company at Catsauqua had an interesting variety of locomotives for a company which was basically a plant facility although it later built a five mile line to connect with the Lehigh and New England Railroad at Crane Jct. This is No. 12, built by Baldwin in 1910 and later becoming L. & N. E. No. 204. A year earlier it had bought No. 11 which also had a wide firebox but with the cab mounted to the rear instead of being a camelback. The L.&N.E. did not acquire it, and it was lettered Crane Iron Works.



The Glendon Iron Company at Glendon (now South Easton) was another early furniture company having locomotives. Between 1870 and 1883 it bought seven little 0-4-0T engines, and this is probably one of the three acquired in 1878 and 1879. The placement of the water tank is unusual. The small four wheel car behind the engine holds wood used to fire it.



No. 3 of the Northampton and Bath Railroad worked in a limestone quarry. Some of the N.&B. locomotives were similar switchers and others were road engines. The cement companies also had their own engines working in the pits. The Universal Atlas Cement Company had their engines apparently numbered in the same series with N&B engines.



Northampton and Bath RR

Inc. 7-2-1902 Northampton to Bath Jct., 7 miles and completed in 1904. Owned by United States Steel subsidiary, Atlas Portland Cement - Universal Atlas Cement Co. Had two large cement plants, one at Bath and one near Northampton. About 1960 the cement business went to trucks and the companies converted to gas from coal. ICC authorized aband. all 7.3 miles 5-15-1978. ICC auth. aband. 8-6-1974 1/2 mile at Northampton not previously aban

Locomotives:

Some locomotives lettered with name of cement company and some of these later relettered Northampton & Bath RR. Because the cement companies had other operations, locomotive builder records don't help too much because they do not give the location. Small engines worked in the pits.

- | | | | | | | |
|---|--------|--------------|-------|--------|-----|--|
| 1 | 2-6-0 | Rhode Island | 1903 | 27976 | New | (ordered by Atlas Portland Cement, but lettered N&B) |
| 2 | " | " | " | 27977 | " | ren. #11 |
| 3 | 0-4-OT | | | | | |
| 3 | 0-6-OT | Breaks? | 1910? | 48060? | | (lettered N&B. Identical to #4) |
| 4 | " | | | | | (lettered Universal Atlas Cement. Identical to #3) |

Northampton & Bath RR cont.

11 2-6-0 ren from #2

Probably renumbered so that mine engines could carry low numbers.

20	0-6-OT							
21	0-6-0	Brooks	1907	43015	New	(lettered Universal Atlas Cement Co.)		
22	0-6-OT					(camelback)		
23	0-6-0	Brooks?	1909	46131?	"	(lettered Universal Atlas Cement Co.)		
24	"	"	"	46132?	"	(no Alco record BUT front number plate says		
25	"	"	"		"	Alco 1909.) Camelbacks.		
26	2-8-0	Brooks	1903	27750	ex	Buff.Rochester&Pitts. #302, acq. 1920. Sc. 1934		
27	"	"	"	26563	"	260 " 1922 "		
28	"	"	"	26461	"	261 " " "		

#801 Bald-Westinghouse 61261 1930. Used as West demonstrator until 1933 when N&B bought 1001 1000hp EMD NW2 1947 4794 ex Lake Term. #1001. Sold to Youngstown&North #287 in 1979.
 #802 Bald-West. 61750 11-1933 like 801. Bought 3-1934 New diesel 1945.Sc.1954
 #1601 West. with Bethlehem Steel body 12-1935. Demonstrator #18 for West. until 4-1937 #1002 1000 EMD NW2 1947 4796 ex Lake Term. #1002. Sold 1979 Y. & N. #286 (B&LE sold to N&B. New diesel 1948. Sc. 1950.)

Philadelphia, Bethlehem & New England RR

Inc. 4-12-1910 by Bethlehem Steel Co. as the standard gauge switching operation at their Bethlehem plant. Ran from L.V.R.R. at Bethlehem thru the plant and south to Didier, 3.1 miles to connect with Reading Ry. Initially had 4.4 miles of its own sidings and 19 miles of the steel company. By 1924 listed as operating 68 miles.

Locomotives: In 1914 owned one loco. In 1920 listed 32. It is not known which locomotives bought by Bethlehem Steel Co. (rather than by a subsidiary RR) went to Bethlehem and which became PR&NE engines. The engines were renumbered (some at least) when relettered PR&NE

58	0-6-0	Baldwin	1910	34407	ex	Beth.Sl. #34 (definite)
59	"	"	"	8	"	35 (assumed)
60	"	"	"	9	"	36 "
61	"	Cooke	"	47729	"	37 (#61 was either ex #37 or 38)
62	"	"	"	30	"	38 (assumed)
63	"	"	1915	55134	bought by	B.St.Co.
64	"	Brooks	1916	55644	"	"
65	"	"	"	5	"	"
66	"	Vulcan	1915	2366	ordered by	PR&NE; not B.St.Co.
67	"	"	1916	2536	"	"
68	0-8-0	Brooks	1916	56205	bought by	B.St.Co., believed not renumbered
69	"	"	"	6	"	"
70	"	Pittsburg	1917	57714	ordered by	PR&NE
71	"	"	"	5	"	"
72	0-6-0	"	"	57581	"	"
73	"	"	"	2	"	"

SEE ADDENDA #5 FOR DIESELS

250

Lehigh Crane Iron Co.

Suppl. 3-15-1872. May construct a RR from their works to any RR or to dispose of refuse, but not over 2 miles. *Built 1/2 mile at West Catasauqua to iron furnaces*
~~Not known if constructed. May have become Crane Iron Co. (Crane RR) became part of Crane RR~~
 7-28-1905

South Easton & Philipsburg RR

Inc. 7-25-1889 South Easton to New Jersey State line, 1 mile. Built bridge and connection to C.N.J. and L.V. at Easton in 1889 for Lehigh & Hudson River RR. Operated by L&HR. Merged into L&HR 1912, Apr. 2

Paper Railroads

Susquehanna & Delaware Canal & RR Co. Inc. 4-3-1826 See Luzerne Co.

Allentown and Norristown RR Inc 1832 or earlier See Montgomery Co.

Wyoming & Lehigh RR Inc. 4-4-1833 See Luzerne Co.

Hamburg, Allentown, Bethlehem & Easton RR Inc. 3-17-1838 See Berks Co.

Easton & Nazareth RR

Inc. 3-22-1860 Easton to Nazareth

Saucon RR & Mining Co. Inc. 5-1-1861 See Lehigh Co.

Bethlehem RR

Inc. 5-1-1861 Saucon Twp, opposite Bethlehem at L.V.R.R. and North Penn RR Jct. to Bath, Northampton Co.
 Supp. 4-8-1864 May extend to DL&WRR in Monroe or Northampton Cos.

Susquehanna & Delaware RR

Inc. 3-15-1866 near Wilkes Barre to Easton or further up the Delaware.
 Suppl. 4-11-1867 construct to any point in Wayne Co.

Delaware Valley RR

Inc. 4-5-1867 Easton to D.J.&W. RR near Columbia, Northampton Co.

South Side RR

Inc. 4-11-1868 (enrollment tax not paid until 1873) from Lehigh, Moore or Plainfield Twnps Northampton Co. to Delaware River. Wind Gap to Martins Creek on Pelvidere Delaware RR. May also extend to west line of Lehigh County to connect with South Mtn. RR

Northampton RR

Inc. 3-17-1870 Portland to Bethlehem
 Suppl. 3-20-1873 name changed to Lehigh & Delaware RR.

Lehigh & Delaware RR

Inc. 3-20-1873 as name change of Northampton RR.

Delaware Valley, Lehigh & Hudson RR Inc. 6-24-1897 See Monroe Co.

Philadelphia & Delaware River RR Inc. 4-4-1854 See Philadelphia Co.

Eastern Union RR

Inc. 12-19-1872 Philadelphia to Easton, 60 miles.

Stroudsburg and Bethlehem RR Inc. 10-22-1877 See Monroe Co.

Pennsylvania, Poughkeepsie and New England RR Inc. 5-6-1879 See Dauphin Co.

Pennsylvania and New England RR Inc. 5-5-1880 See Dauphin Co.

Easton & Bangor RR

Inc. 10-29-1880 Bangor to Easton, 15 miles

Pennsylvania & Martins Creek RR

Inc. 7-18-1881 Martins Creek to Bangor, Pen Argyl and Wind Gap slate quarries, 15 miles

Easton & Martins Creek RR

Inc. 7-29-1882 Easton to Martins Creek, 8 miles

Nazareth & Philadelphia RR

Inc. 1-3-1883 Nazareth to North Penna RR where branch of RR (long since abandoned) running to Freemansburg intersection to North Penn RR, 10 miles

Martins Creek and Stroudsburg RR

Inc. 9-6-1883 Martins Creek to Stroudsburg, 40 miles

Easton & Bangor Ry.

Inc. 11-10-1886 Pen Argyl to Easton, 20 miles.

Slatington RR

Inc. 5-31-1888 from Schuylkill and Lehigh RR 3 miles west of Franklin, Lehigh Co. to Walnutport, Northampton Co., 8 miles.

Easton & Philadelphia RR Inc. 5-21-1890 See Bucks Co.

Blue Mountain RR Inc. 8-8-1893 See Berks Co.

Pennsylvania Midland RR Inc. 6-20-1894 See Berks Co.

New York, Wyoming and Western RR Inc. 5-9-1898 See Luzerne Co.

Belfast & Niskey RR

Inc. 9-4-1900 Belfast to Niskey, 1½ miles

Harrisburg & South Mountain RR Inc. 8-12-1901. See Berks Co.

Easton & Raubsville RR

Inc. 6-4-1902 Easton to Raubsville, 5 miles.

Delaware and Northumberland RR

Inc. 7-16-1902 Lower Mt. Bethel Twp to Stockerton, 6 miles. Corp. dis. 1904-5

Martins Creek and Riverton RR

Inc. 3-19-1903 Martins Creek to Riverton, 8 miles. Corp dis. 1904

Saucon Valley RR

Inc. 6-16-1903 Northampton Heights Boro on L.V. RR to Reading Ry's North Penn RR Branch in Saucon Twnps 3 miles. Corp. dis. 1911-12

Northampton Central

Inc. 7-30-1903 Alliance Boro north east to Bath to Nazareth, 12 miles. Corp dis. 1908-9

Heinback RR

Inc. 8-5-1903 Walnutport on L.&S. RR to Alliance, 14 miles

Bath Terminal RR

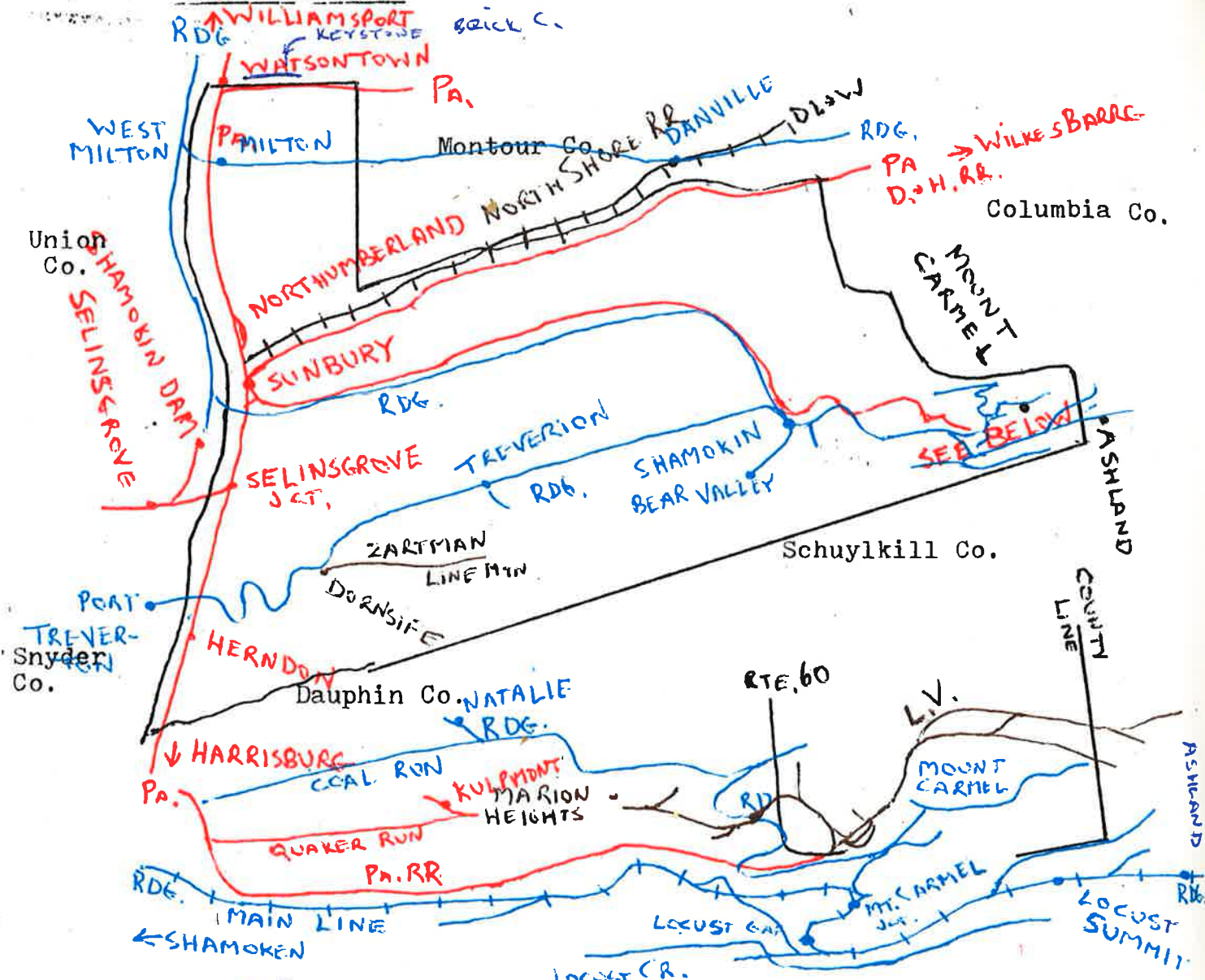
Inc. 11-18-1903 East Allen Twp to Bath, 2 miles. Corp. dis. 1904-5

Easton Improvement RR Co.

Inc. 11-16-1905 Easton to Martins Creek village, 8 miles. Corp. dis 1908-9

Eastern Connecting RR

3-10-1913 Portland to Easton, 20 miles. Corp. dissolved 9-13-1932.



KEYSTONE BRICK CO. WATSONTOWN TRACK BLDG. IN 1944-42
 NORTH SIDE OF PA RR TO 1930
 FROM BRICK PLANT EAST ONE MILE TO HUFFMAN SHALE QUARRY
 BOUGHT 1915.
 LOCUST CR. A CLIMAX FROM WHITE DEER & LOGANTON RR BOUGHT 1915.
 SCRAPPED START OF WHITE RR

The county had extensive coal mining in south eastern area. Pennsylvania RR had a large freight yard at Sunbury which about 1910 was replaced by a larger yard at Northumberland. Sunbury yard then used for storage and overflow until torn out about early 1940s.

North Shore RR
 Inc. 9-14-1984 but began operation 8-1-1984 over former DL&W line Northumberland to Berwick.

Zartman Lbr. Co.
 Not inc. Logging RR built in 1899, 42" gauge, about 10 miles from Dornsife on north side of Line Mtn, Mahanoy Creek. Torn up 1909. Had 1 Shay #258 2 Tr. Shay 1889 258 ex Ferney Mtn. RR, Lycoming Co. Transferred 1909 to Zartman's Dauphin operation.

Danville & Shamoken RR
 Inc. 6-14-1879 to build Shamoken near Reeds Station or Paxinos to Danville on south (east) shore, Susquehanna River, 17 miles.
 Built .17 mile in 1880 but nothing more. Location unknown. Track remained until about 1896. Torn up or incorporated into existing railroad.

Northumberland County

Paper Railroads

Mahanoy Navigation Co.

Inc. 3-22-1827 Make a canal on Little and Big Mahanoy Creeks in Northumberland Co. up to coal mines near Serby's Brook, and a railroad from the mines to the mouth of Mahanoy Creek.
 Suppl. 5-7-1832 from mouth of Big Mahanoy Creek eastward to coal fields between Big and Little Mahanoy instead of Serby's.

Harrisburg and Sunbury RR Inc. 4-3-1837 See Dauphin Co.

Mifflinsburg & Cattawissa Furnace RR Inc. 4-4-1837 See Columbia Co.

Danville RR Inc. 4-16-1840 See Montour Co.

Mahanoy, Shamokin & Schuylkill RR Not inc.? See Schuylkill Co.

Shamokin, Mahanoy & Schuylkill RR Inc. 4-27-1844 See Schuylkill Co.

Mahanoy & Wiconisco RR

Inc. 5-6-1850 Mouth Mahanoy Creek, Northumberland Co. to Wiconisco Canal near Wiconisco Creek mouth.
 Suppl. 4-14-1851 May extend to mouth of Shamokin Creek and connect with Danville & Pottsville RR.

Mount Carmel & Shamokin RR

Inc. 4-14-1851 Mt. Carmel to Shamokin

Middle Coal Field RR

Inc. 5-4-1852 Shamokin to Treverton

Burnside Coal & Iron Co.

Inc. 4-29-1864 to hold 2000 acres in Northumberland Co. & build RR up to 10 miles.

Turbottville and McEwansville RR

Inc. 2-23-1866 Turbottville to Phila. & Erie RR at Port May in Northumberland Co.

Reading & Treverton RR Inc. 4-10-1867 See Berks Co.

Selinsgrove & North Branch RR

Inc. 5-3-1871 Port Treverton to Selinsgrove to Sunbury or Northumberland. Listed in Poors 1874/75 and later up thru 1883. Listed as Port Treverton to Selinsgrove, 7 miles with 31 mile branch Burns Point to Mifflintown. Apparently did some grading and issued bonds. Poors 1883 last entry saying leased to Susquehanna & Southwestern RR (Beech Creek RR-NYC).

Delaware Water Gap and South Western RR Inc. 11-6-1883 See Bedford Co.

New York & Bloomsburg & Western RR Inc. 3-22-1886 See Carbon Co.

Bellefonte and Eastern RR Inc. 10-18-1886 See Centre Co.

Beech Creek & Hudson River RR

Inc. 2-8-1889 Watsonstown to Newberry, Williamsport, 22 miles.

Northumberland and Nanticoke RR

Inc. 4-3-1901 Northumberland to opposite Nanticoke on former Pennsylvania Canal, 56 miles

Northern Central Connecting RR Inc. 5-12-1903 See Snyder Co.

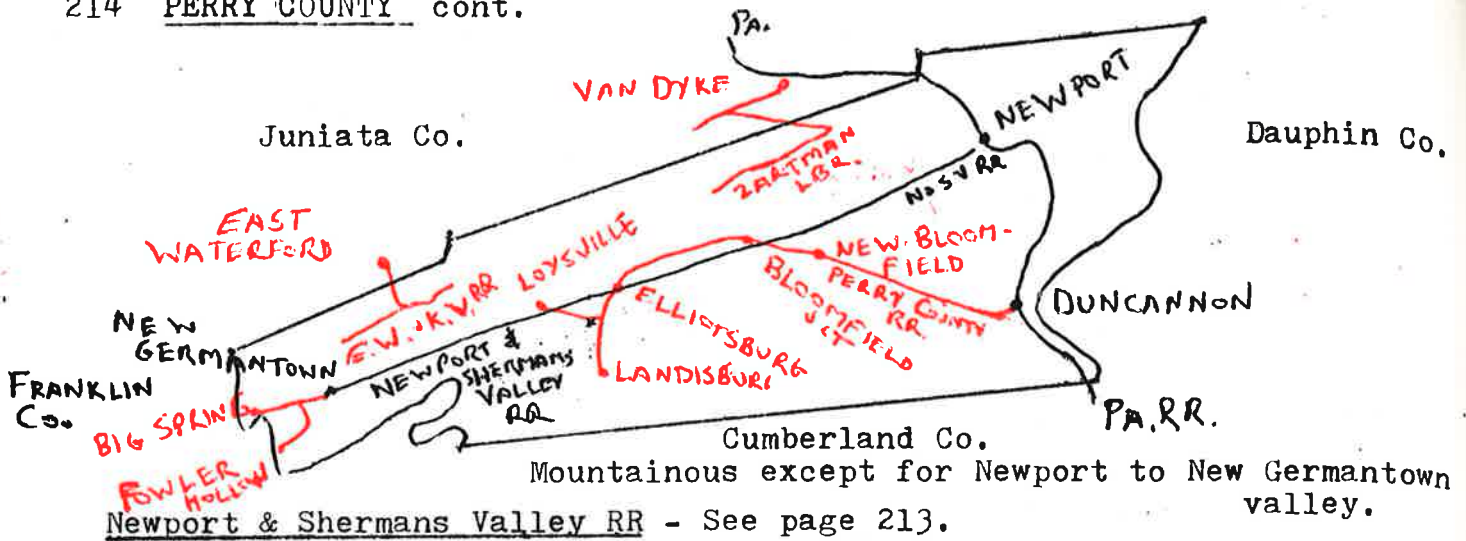
Mount Carmel & Locust Gap RR

Inc. 10-25-1905 Mt. Carmel to Locust Gap, 3 miles

PERRY COUNTYPERRY COUNTYNewport and Shermans Valley RR

Inc. 7-31-1890 Newport to New Germantown, 28 miles, 3' gauge.
 Built 1892. Leased 4-20-1920 to Susquehanna River & Western RR.
 Aband. Newport to Bloomfield Jct., 1920 after leasing. Blain to New Germantown, 4 miles, Nov. 1930. Blain to Loysville, 1933. Loysville to New Bloomfield 1934-5.
 Served agriculture needs and hauling out railroad ties.
 Locomotives: Data compiled by Victor Koenigsberg

#1	0-6-OT	Baldwin	7-72	2879	ex Diamond Valley RR #1, acq. 1892. Sc. c. 1903
2	4-4-0	Brooks	1880	486	" " " Soil Attack & Freedom #1
3	2-6-0	"	"	406	Orig. Cairo & St. Louis RR. Acq. 1892 from Bradford, Eldred & Cuba RR #16. Sc. 1901
4	4-4-0	"	1881	596	Orig. Balt. & Delta RR. Acq. 1892 from Balt. & Lehigh #1 Sc. c. 1900
5	"	Pitts.	1883	707	Orig. Md. Central; Acq. from Balt. & Lehigh #5, acq. 1900
6	0-4-OT	T.H. Paul	1882		ex B.E. & C #6, acq. 1893. Sc. 1901 c. Sc. 1935
6	2-6-0	Brooks	1904	30234	New. Sc. 1935
7	"	"	1893	2411	ex Balt. & Lehigh #10, acq. 1900. Sc. 1935



Perry County RR

Inc. 2-2-1887 Duncannon to Landisburg, 22 miles, std. gauge
 Built Duncannon to New Bloomfield 1889 and to Landisburg in 1892.
 Aband. Landisburg to N.&S.V. RR Jct., 8 miles in 1903
 Intended to serve county seat of New Bloomfield and farming.
 Bankrupt 1902 and reorg. 9-10-1903 as Susquehanna River & Western RR.
 Locomotives - See S.R.&W RR See Perry County Extension RR Co. - paper RRs below.

Susquehanna River and Western RR

Inc. 9-10-1903 as reorg. of Perry County RR, Duncannon to N&SVRR, 14 miles.
 Aband. N&SV RR Jct. (Bloomfield Jct.) to New Bloomfield in 1934; Duncannon to New Bloomfield 1939, ICC auth aband. 5-17-1939.
 Third rail from Bloomfield Jct to New Bloomfield added 1920 for N&SV n.g. when N&SV leased by SR&W in 1920.

#1	0-4-0								
2									
3	4-4-0	Altoona	1869	c.n.	29	ex	Pa. RR #155,	Cl.	D3, acq. 10-1891
4	"	"	1875		287	"	30	"	" 8-1897
5	"	"	1884		943	"	745	"	D8, " 12-1902
10	2-8-0	"	1895		1935	"	8921	"	H3, " 4-1925

East Waterford and Kansas Valley RR See Juniata Co.

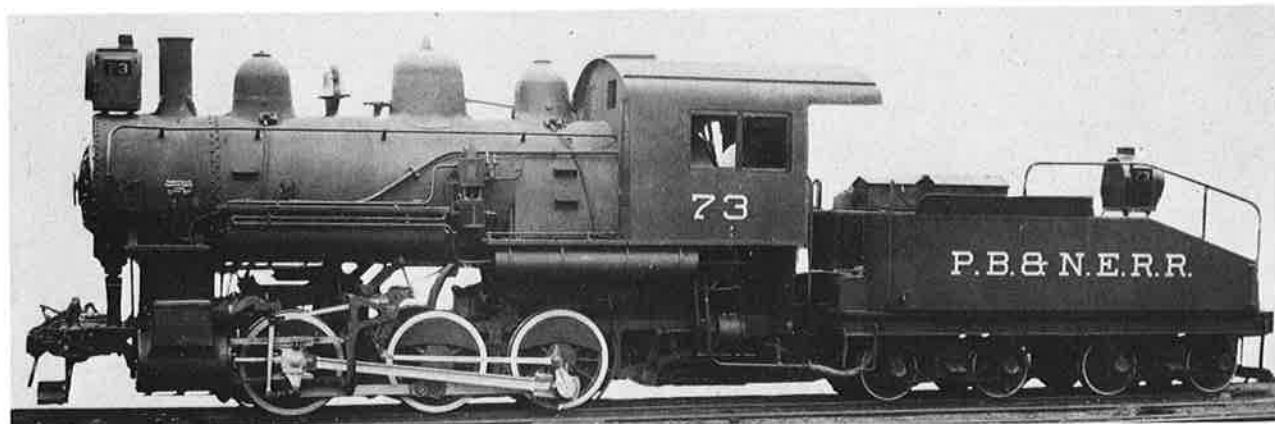
Perry Lbr. Co.

Not inc. Built 36" gauge New Germantown south to Big Spring on roadbed of Path Valley RR and into Fowler Hollow, another to Schaffer's Run and Second narrow gap in 1900. Aband. 1905. About 12 miles.
 #265 Cl. B Climax 1900 c.n. 265 25 tons New. Sold 1905 to East Waterford & K.V. RR

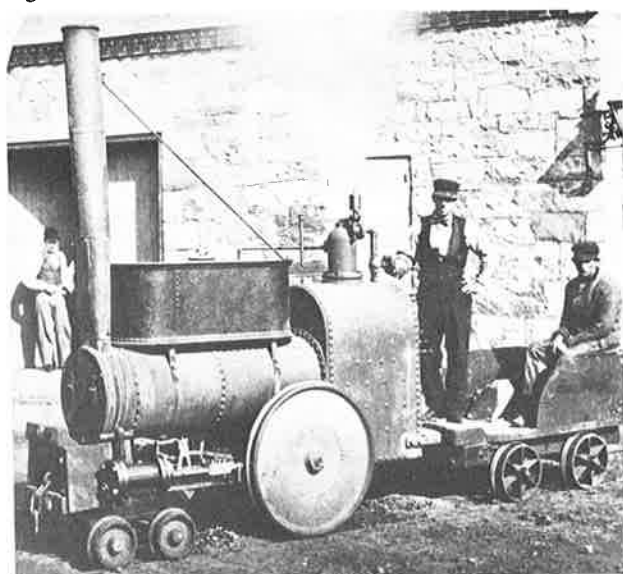
Zartman Lbr. Co. See Juniata County

PAPER RAILROADS

- Millersburg & Baileysburg RR Inc. 4-12-1831 See Dauphin Co.
- Duncannon, Landisburg & Broad Top RR Inc. 5-5-1854 See Bedford Co.
- Shermans Valley & Broad Top RR Inc. 5-5-1855 See Bedford Co.
- Pennsylvania Pacific Ry. Inc. 3-31-1859 See Bedford Co.
- Susquehanna & Philadelphia RR Inc. 12-5-1860 See Snyder Co.
- South Pennsylvania RR Inc. 4-1-1863 See Bedford Co.
- Duncannon, Bloomfield & Broad Top RR Inc. 4-17-1866 See Bedford Co.
- Shermans Valley RR
 Inc. 3-7-1872 Marysville to Loysville
- Duncannon, Bloomfield & Loysville RR
 Inc. 4-3-1872 Duncannon to Bloomfield to Loysville
- Newport and Shermans Valley Narrow Gauge RR
 Inc. 4-10-1873 Newport up Shermans Valley
- Bendersville Extension RR Inc. 11-4-1873 See Adams Co.
- Bloomfield Junction RR
 Inc. 8-26-1890 Bloomfield Jct. on Perry County RR to N.&S.V. RR, 3 miles. Corp. dis. 1894-5.
- Southern Central RR Inc. 12-1-1890 See Dauphin Co.
- Perry County RR Extension Co.
 Inc. 5-28-1891 Bloomfield to Landisville & Loysville, 11 miles
- Path Valley RR
 Inc. 10-24-1893 New Germantown to Path Valley, Franklin Co. as extension of N&SV. Partly graded and tunnel built. Part of roadbed later used by Perry Lbr. Co.
- Northern Central Connecting RR Inc. 5-12-1903 See Snyder Co.
- Northern Central Connecting Ry. Inc. 3-17-1913 See Snyder Co.



The Philadelphia, Bethlehem and New England Railroad was formed in 1910 to take over the plant facility of the Bethlehem Steel Company at Bethlehem. It wasn't until 1915 that locomotives were ordered in its name rather than the steel company's name. The mill also had a narrow gauge system for hauling materials between buildings. No. 73 was the last steam locomotive bought by the railroad. Acquired in 1917, it wasn't until 1937, when the first diesel was purchased, that another engine was added.



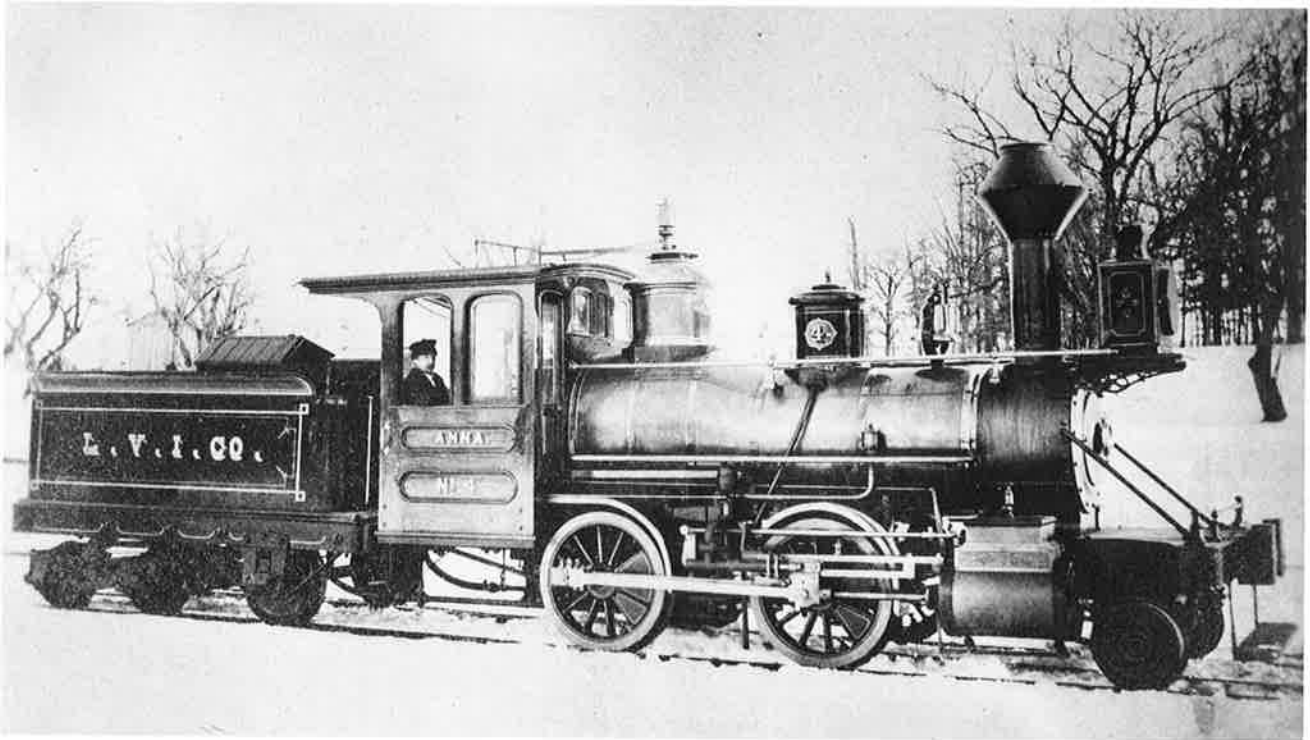
Thomas Norrell
A stereopticon view dated 1860 of the Philadelphia Gas Works locomotive used at Philadelphia. The locomotive looks like a toy with its tiny front wheels and solid driver. Nothing is known about it. The company was still using and buying locomotives 70 years later.



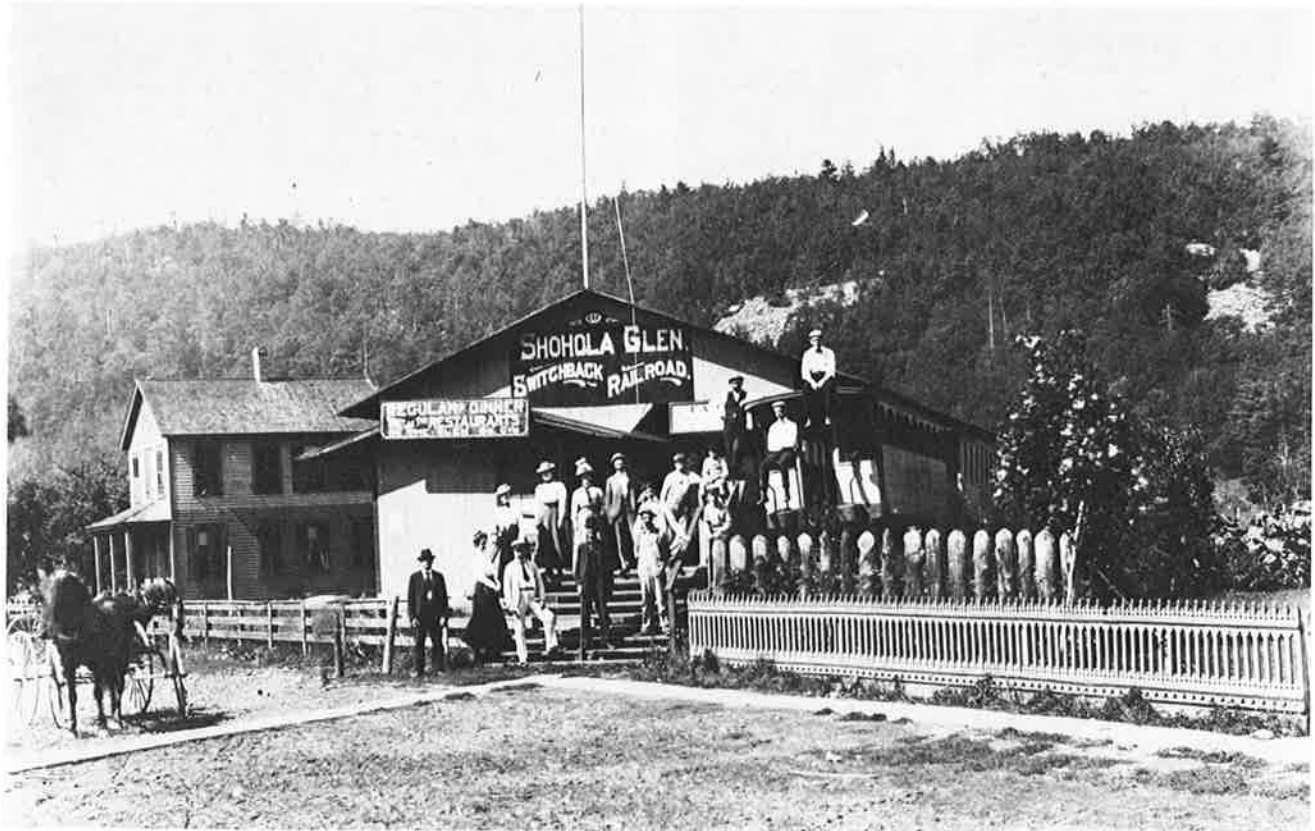
Gerald M. Best
Milford, Matamoras and New York Railroad's only active (briefly) locomotive was this former early New York el engine built by Rhode Island and photographed in 1901. The brass appears to be highly polished. The railroad only got as far as a gravel pit at Matamoras before running out of money.



Railroad Museum of Pennsylvania
Philadelphia Gas Works No. 12 built by Baldwin in 1931, c.n. 61616, was the last 0-4-0 with a separate tender built for domestic use. After the Pennsylvania and Reading Railroads acquired their 0-4-0s with separate tenders, in the early 1900s, there were practically none built.

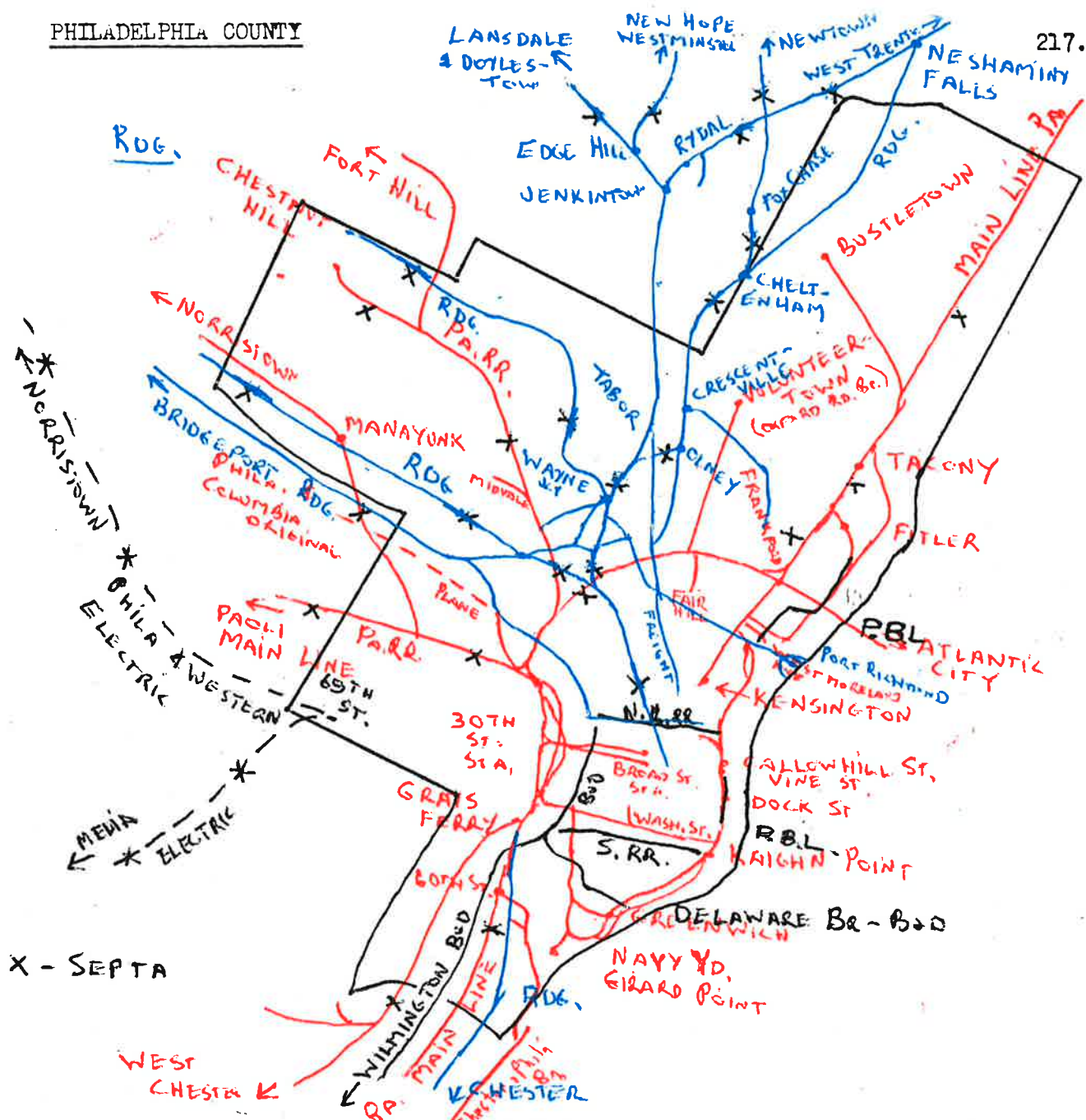


Lehigh Valley Iron Company No. 4, "Anna", worked at Catsauqua. The builders name, Wyoming Valley (later Vulcan) can be read on the cylinder, but the Vulcan records do not list the engine. It was built probably in 1880 or earlier, and with its 2-4-0 wheel attangement and separate tender was an unusual locomotive for an iron company.



In Pike County was the Shohola Glen Switchback Railroad which operated in the 1890s but without the success of the Mauch Chunk Switchback Railroad.

Benj. F. G. Kline, Jr.



N.L.RR Northern Liberties RR (1836 route). Taken over by Phila. and Rdg. and later relocated a block or two south.
 S.RR Southwark RR. Taken over by Penna. RR and relocated a block north on Washington St.
 Delaware Br. of B&O down to near Greenwich torn out prior 1940.

See Addenda #5 last page for map of Philadelphia railroads in 1860

SEPTA - South Eastern Penna. Transit Authority

Inc. 1963 to take over public transportation in Bucks, Chester, Delaware, and Montgomery Counties. Took over Phila. & Western Ry interurban line to Norristown from 69th St., Phila plus out of city trolley lines. Took over from Conrail 3-15-1983 passenger service on former Pa.RR lines Phila. to Trenton; Phila. to Chestnut Hill; Phila. to West Chester; Phila. to Paoli; Phila. to Manayunk; Phila to Marcus Hook (on main line). Also Wawa where bridge washed out in 1971 to Chadds Ford and continuing W.SW to Maryland, but line not operated and leased to Octorara RR. Acquired former Reading Ry lines Phila to Chestnut Hill; Phila. to Doylestown, Phila to Newtown; Phila. to Norristown; Phila to Warminster on the former New Hope branch. Also Norristown to Lansdale, but not operated.

Loco: SEE ADDENDA 5

Philadelphia Belt Line RR

Inc. 5-10-1889 and opened 1895 Allegheny Ave on Rdg's line to Port Richmond to Bridesburg, Phila., 2.7 miles, and along the river from Vine St. south to South St., .9 miles. Trackage rights over Pa. from Callowhill St (adjacent to Vine St) north to Tasker St., 2 miles.

Operated by the Reading but owned by the City of Philadelphia.

The line from Vine to South St. is adjacent to the River Front RR (Pa.RR) Line from Port Richmond Br. of Reading runs N.E. 1 mile parallel to Phila. & Trenton RR, then turns S.E. several blocks toward river and then N.E. to Bridesburg.

In 1980 P.B.L. owned 6.5 miles and leased another 10 miles. Some of owned mileage are yard tracks.

ALLEG. AVE TO BRIDESBURG BUILT 1891; ON DEL. RIVER 1901; FROM 310 ON DEL. AVE. NORTH TO CALLOWHILL ST BUILT 1911-12

Philadelphia and Delaware River RR

Inc. 4-4-1854 Cherry St, Kensington, Phila. Co. to Penneck Creek, Hatborough to New Hope area and Easton.

Suppl. 6-9-1857 RR limited to horse drawn street passenger ry. in city streets. Gauge 5' 2". May extend from present terminus at 6th and Cherry St, Kensington to Southwark. (first street railway incorporated in Pa.)

Suppl. 3-4-1863 Ren. Frankford and Southwark Philadelphia City Passenger RR. To use locomotives north of Berks St. and have freight business.

Frankford & Southwark Philadelphia City Passenger Ry.

Inc. 3-4-1863 as renaming of Philadelphia and Delaware River RR. Can car freight and may use locomotives north of Berks St.

(don't know if it had a locomotive or just where the track was.)

Paper Railroads

The Presidents, Directors, and Company of the Pennsylvania Railroad Inc. 3-31-1823 See Chester Co.

West Philadelphia RR

Inc. 2-16-1835 From Philadelphia and Columbia RR between incline plane and the Phila. to Lancaster Turnpike to the permanent bridge at Market St., Phila.

Suppl. 4-17-1838 May cross Schuylkill River at High or Callowhill St or between High and Fairmont bridges.

Richmond RR

Inc. 4-1-1836 Richmond in unincorporated district of Northern Liberties at Ann and Bank Streets to the Phila., Germantown & Norristown RR and then to Phila. & Columbia RR at any point.

Kensington and Penn Township RR

Inc. 5-16-1836 Kensington District of Northern Liberties at Delaware River to Phila. and Columbia RR at the RR bridge at Schuylkill. Located on Columbia Ave.

Hestonville & Schuylkill RR

Inc. 6-15-1836 Hestonville in West Phila. to foot of incline plane near Peters Island on Schuylkill River. Formed by same people who formed West Philadelphia RR.

Philadelphia and New Hope RR Inc. 6-17-1839 See Bucks Co.

Schuylkill RR

Inc. 4-15-1845 from Phila. & Columbia RR between Schuylkill Front St. east side and west side Fairmont St. Then south to Schuylkill River at South St. to P. W. & B. RR near Greys Ferry

Kensington & Philadelphia RR

Inc. 4-18-1853 Kensington (Kingsessing Twnp, Phila. County) near six mile stone on Philadelphia-Darby road to P.W.&B.RR south of Greys Ferry not more than 1 3/4 miles.

Keystone RR & Canal Co. Inc. 4-27-1854 See Chester Co.

Greenwich Improvement & RR Co.

Inc. 4-21-1856 as name change of Greenwich Land and Bldg Ass. and with right to build a RR in First Ward, Phila. from their property to any RR nearby. (built?)

Union RR

Inc. 3-23-1859 to connect with several RRS entering Phila. and build a bridge over Schuylkill between Chestnut St and Girard and to tunnel under streets between Schuylkill and Delaware Rivers to make connections and build a union depot.

Philadelphia Commercial Wharf and RR Co.

Inc. 5-25-1863 own dock land on Delaware River, First Ward of Phila. and construct RR from it at or south of Washington St. to Schuylkill River and connect with other RRs.

Manufacturers and Consumers Anthracite RR Inc. 3-23-1866 See Berks Co.

Tacony Valley RR Inc. 4-13-1868 See Montgomery Co.

Kensington Screw Dock Warehouse and Wharf Co. of Phila.

Inc. 4-26-1870 may lay a track from warehouses and wharves on Delaware Ave and Laurel St. to North Penna. RR at Germantown and Laurel St. (R, 11t?)

Philadelphia, Delaware & Chester County RR Inc. 3-17-1871 See Chester Co.

Philadelphia & Merion RR Inc. 4-15-1873 See Montgomery Co.

Eastern Union RR Inc. 12-19-1872 See Northampton Co.

Philadelphia and Yardleyville RR Inc. 1-13-1873 See Bucks Co.

Philadelphia and New York RR Inc. 6-29-1874 See Bucks Co.

Point Breeze RR

Inc. 4-3-1877 $1\frac{1}{2}$ miles from Chester Br. of Phila. & Rdg in Phila to Gibson Point Oil Works to Schuylkill River at Point Breeze. Corp. dissolved 1898-99.

Germantown and Chestnut Hill RR Inc. 8-1-1879 See Montgomery Co.

New Germantown, Norristown and Phoenixville RR Inc. 8-10-1881 See Montgomery Co

Schuylkill River West Side RR

Inv. 7-16-1883 on east side of river in Phila. to 48th St. and Grays Ave. near Walnut St, 2 miles. Corp. dissolved 1896-97.

Philadelphia and Northern RR Inc. 5-14-1884 See Montgomery Co.

Philadelphia, Newton Square and Chester RR Inc. 11-30-1885 See Chester Co.

Philadelphia and Northeastern RR Inc. 9-16-1886 See Montgomery Co.

Metropolitan RR Inc. 10--7-1886 See Montgomery Co.

Manayunk Branch RR

Inc. 5-16-1887 Manayunk to Wissahickon Creek, 4 miles.

Schuylkill Junction RR

Inc. 11-15-1888 30th St. Phila. to 2nd St and Cheltenham Ave at north end of Phila, 8 miles

Manayunk and Philadelphia RR Inc. 9-18-1889 See Montgomery Co.

Montgomery, Philadelphia & Delaware River RR Inc. 9-18-1889 See Montgomery Co.

Frankford and Delaware River RR Inc. 9-18-1889 See Delaware Co.

Asbourne, Cheltenham and Phila. RR Inc. 1-22-1890 See Montgomery Co.

Frankfort Creek RR

Inv. 3-17-1890 Phila. & Trenton RR between Erie Ave. and Butler St., Phila. to Duncan St., $1\frac{1}{2}$ miles.

Easton and Philadelphia RR Inc. 5-21-1890 See Bucks Co.

Chestnut Hill & Jenkintown RR Inc. 6-12-1891 See Montgomery Co.

Philadelphia & Northern RR Inc. 4-11-1892 See Montgomery Co.

Chester & Delaware RR Inc. 9-4-1894 See Delaware Co.

Philadelphia, West Chester & Lancaster RR Inc. 10-31-1895 See Chester Co.

Philadelphia & Essington RR Inc. 11-26-1895 See Delaware Co.

Chester County Central RR Inc. 12-9-1896 See Chester Co.

Philadelphia & Eastern RR Inc. 1-31-1898 See Bucks Co.

Point Breeze and Gibson Point RR

Inc. 4-11-1898 $1\frac{1}{2}$ miles from Chester Br. of Rdg. RR in Phila. near Gibson Point to Point Breeze on west side of Schuylkill River. Corp. dissolved 1905-6.

Philadelphia & Camden RR

Inc. 9-28-1904 Phila. at Market & Front St. to N.J. state line under river, 1 mile

Delaware Subway RR

Inc. 9-25-1906 Phila. at Market & Front St. to N.J. state line under river, 1 mile

Delaware Tunnel RR

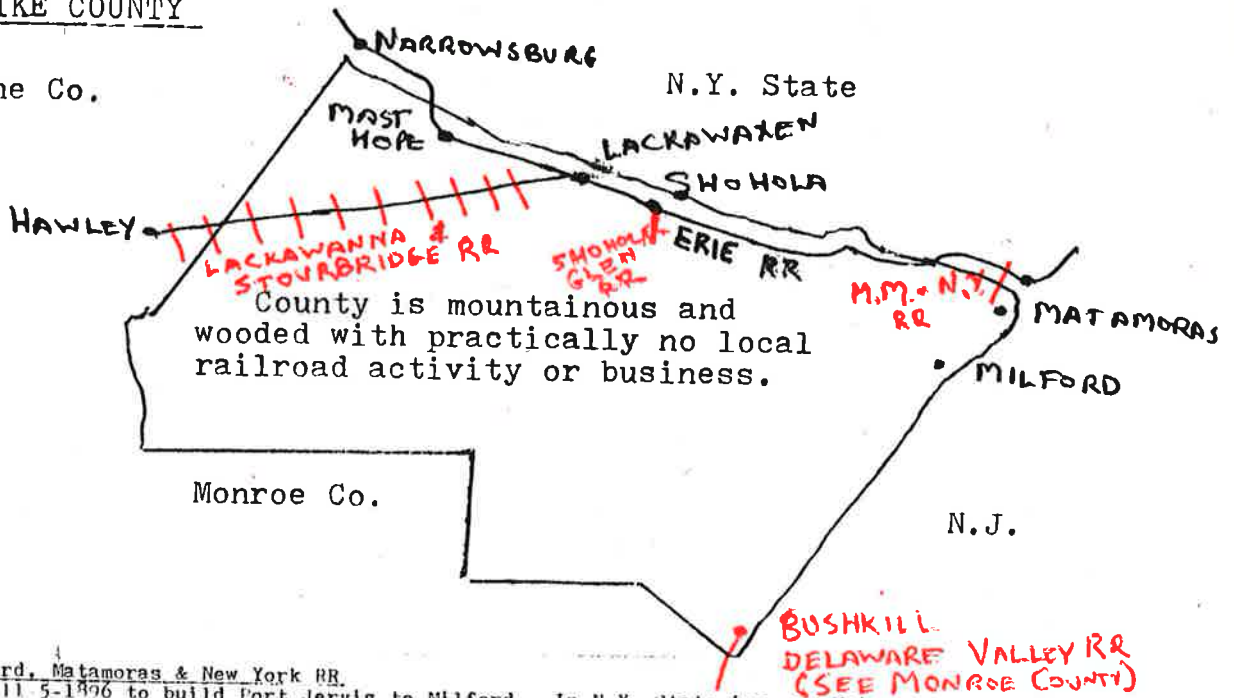
Inc. 11-19-1908 Market and 2nd St to N.J. state line, 1 mile.

Philadelphia Tunnel RR

Inc. 11-6-11913 Market St., Phila. to Camden, NJ, 1 mile

Wayne Co.

N.Y. State



County is mountainous and wooded with practically no local railroad activity or business.

Monroe Co.

N. J.

Milford, Matamoras & New York RR

Inc. 11-5-1896 to build Port Jervis to Milford. In N.Y. State inc. as Matamoras & New York RR to build 1/2 mile from Erie RR to state line. Built 1 1/2 miles from Erie RR at Port Jervis to Matamoras on old Milford & Matamoras RR road bed in 1898. Money ran out. Rock crushing plant located on line. Erie RR operated RR until bridge over Delaware damaged Feb. 1904. Some renewal effort made in 1906. Line torn up in 1917. Got 3 locos although elevated loco may used only in construction. Others not used.

#?	0-4--0	Rhode Is. c.	1879	ex N.Y. Elevated RR
1	2-4-0	Baldwin	1877 4064	ex New York & Sea Beach RR #1, acq. 1897-98.
2	"	"	1884 7335	" #2 "

Milford and Matamoras RR

Inc. 4-1-1870 Milford to Matamoras and connect with Erie RR. Some grading done but bridge not constructed. No track laid.

Lackawaxen and Stourbridge RR

See Wayne Co. Lackawaxen to Hawley to Honesdale, taking over former Erie line, 1976.

Shohola Glen Gravity

Built 1884 or 6 at Shohola running .7 mile south from near Erie station with 1/4 mile switchback east to a pond. Track shows on 1906 topo map. Served picnic glen.

Delaware & Susquehanna RR Inc. 4-6-1830 See Lackawanna Co.

Milford & Matamoras RR Inc. 4-7-1849 Milford to Matamoras to Erie RR, 7 miles.

Susquehanna & Hudson RR Inc. 5-3-1864 See Luzerne Co.

Lehigh & Eastern RR Inc. 3-10-1868 See Luzerne Co.

Lamont Mining & Railroad Co. Inc. 2-25-1870. May build a RR up to 15 miles in Pike County.

Delaware Valley RR Inc. 1-20-1882 Milford to N.Y. State line.

Lackawaxen RR Inc. 11-13-1882 See Wayne Co.

Lehigh & Eastern RR Inc. 3-29-1888 See Luzerne Co.

Lehigh & Eastern RR Inc. 6-25-1889 See Luzerne Co.

Philadelphia & New England Ry. Co. of Penna. Inc. 8-10-1892 See Monroe Co.

Delaware & Anthracite RR Inc. 6-23-1894 See Luzerne Co.

East Stroudsburg & Matamoras RR Inc. 10-23-1894 See Monroe Co.

Delaware Valley Ry. Inc. 3--1897 Monroe Co, see

Delaware Valley, Lehigh & Hudson RR Inc. 6-24-1897 See Monroe Co.

Milford & Dinghan RR Inc. 2-11-1898 Milford to Dingman, 8 miles

Milford & Log Tavern Pond RR Inc. 2-6-1899 Milford to Log Tavern Pond, 6 miles

Peoples Ry. Co. Inc. 6-16-1899 See Luzerne Co.

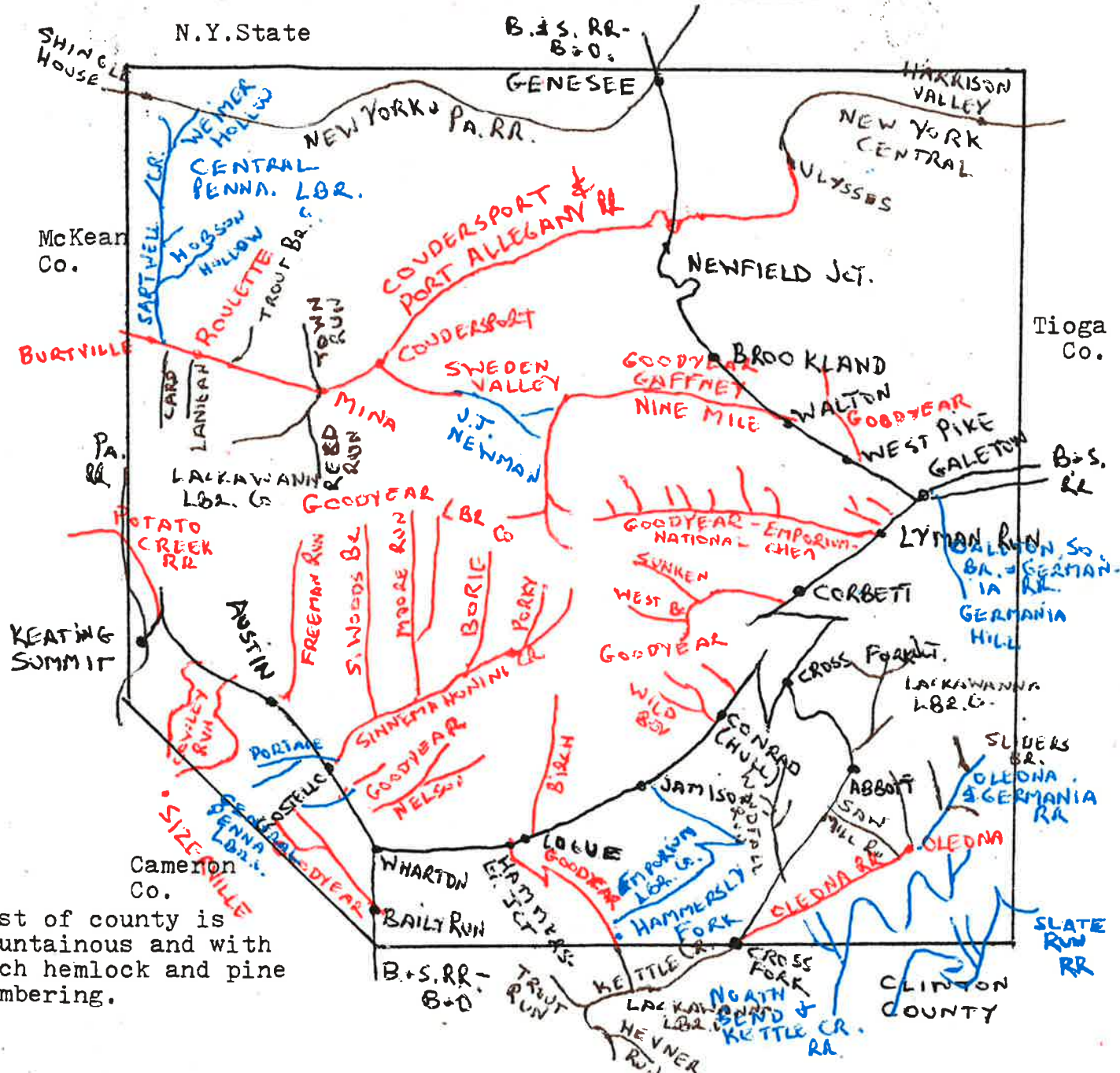
Delaware & Southern RR Inc. 11-20-1899 Lackawaxen to Hawley, Wayne Co., 15 1/2 miles

Hawley & Eastern Ry. Inc. 3-23-1900 Lackawaxen to Hawley, 16 miles

Penn Eastern RR Inc. 11-9-1906. Reinc. 5-15-1907 Matamoras to south end Pike Co., 14 miles

Port Jervis & Delaware Valley RR Inc. 11-17-1908 Matamoras to Milford, 7 miles

Eastern Midland RR Inc. 1-6-1913 See Monroe Co.



Most of county is mountainous and with much hemlock and pine lumbering.

No railroads in county since 1979 except a mile or so of former Pennsylvania at Keating Summit.

Brooklyn Cooperage Co.

This company used the Oleona RR and refer to it, but had locomotives lettered B.C.Co. Refer to Pennsylvania Stave Mill Co. also.

Central Pennsylvania Lumber Co. - Mina

Unincorporated logging railroad built on Sartwell Creek at Burtville to supply logs to former Lackawanna Lbr. Co. saw mill at Mina bought by C.P.L. Built 1904. Torn up 1911. About 10 miles of std. g. RR. Had locos. #55 (ex #102) and 2 others. Refer to Lycoming County for roster.

Central Pennsylvania Lbr. Co. - Galeton

Bought saw mill of Goodyear Lbr. Co. at Galeton and built rail lines off Buffalo & Susquehanna RR on Losey and Nine Mile Runs. Built 1912. Torn up 1914. Had locos #53 and #63. See Lycoming County for roster.

Central Pennsylvania Lbr. Co. - Costello

Built at saw mill at Costello in 1916 and log RR on West Darien Run and Little Portage Cr. nearby. Relaid track on former Goodyear Lbr. Co. roadbed at Hammersley up Long Hollow to top of the mountain. Torn up 1920. About 15 miles total. Had locos #63 and another unknown. See Lycoming County for roster.

Coudersport and Pine Creek RR

Inc. 12-20-1889 Coudersport to Galeton, 24 miles. Built Coudersport to Sweden Valley, 5 miles in 1890. Owned by same people owning C. & P.A.R Merged 1-1-1896 into Coudersport and Port Allegheny RR. Built to reach a saw mill of J. Newman Lbr. Co. Aband. 1901. Used C&PA locomotives.

Coudersport and Port Allegheny RR

Inc. 5-16-1882 Port Allegheny to Coudersport, 17 miles. Purchased right of way of Jersey Shore, Pine Creek & Buffalo RR which had done some grading from Coudersport to Port Allegheny (See NYC for this company.) Opened 9-26-1882 Port Allegheny to Coudersport, 17 miles, 36" gauge. Standard gauged in 1889. Built Coudersport to Ulysses in 1894 & 95, 22 miles to connect with N.Y.C. (F 11 Brook RR) Aband. Newfield Jct. to Ulysses, 7 miles, in July 1925 (see AURN AB. 6-20-25) Track washed out partially and line abandoned Roulette to Port Allegheny in 1942 flood. RR aband. after tannery closed at Coudersport Dec. 8, 1970. Track removed in 1972 16.9 mi. Aband. Roulette to Coudersport in 1965, June 24, 7.4 miles (see AURN AB. 10-28-70) Coudersport and Pine Creek RR (C. to Sweden Valley) merged in 1-1-1896 and torn up 1901 after saw mill closed.

OP. DIS. 12-18-1920

1	4-4-0	Brooks	1878	325	ex Olean, Brad. & Warren RR, acq. 1882	Disposed 1889 Liberty Iron Co.
2	"	"	1882	813	New	Sold 1889 to Farmville & Powhattan RR
3	2-6-0	"	1879	350	ex Buff., NY&P, acq. 1887	Disposed 1889
Above three engines were narrow gauge, sold at time of standard gauging.						
1	4-4-0	Baldwin	1889	9990	New	Sold to Norfolk, Va. Beach & Sou. RR
1	4-6-0	"	1891	12357	experimental loco., Vaulain Compound #82. Rbt. to simple and bought by C&PA (maybe when still compound) in 1896.	Sc. 1941
2	4-4-0	"	1889	9991	New	Sold to Palmer Stave Co., Roulette, PA ?
3	2-6-0	"	1891	11641	New	Sc. 1923 after fire
4	4-4-0	Altoona	1890	1528	ex Pa. RR #1178, Cl. D-10, acq. 1906.	Sc. 1923 after fire.
5	4-6-0	Baldwin	1907	31127	New	Sc. 1943
6	4-4-0	"	1911	36171	New	Sc. 1946
15	2-8-0	"	1905	26354	ex Bellefonte Central RR #15, acq. 1941.	Sc. 1951
D-1	380 hp. 44 ton diesel	G.E.	1946	CN 28503	New.	Sold to Wellsville, Addyson & Galeton RR 1965, #D-1, Stewartstown RR #10, 6-1972.
D-2	"	"	"	1950	30850	New " #D-2

Emporium Lumber Co.

Inc. 7-15-1892. This company had saw mills at Keating Summit, Austin, and Galeton. For the most part they purchased the logging railroads of the Goodyears after the Goodyears had cut the hemlock, and Emporium then cut the hardwood. They then sold some of the lines at Lyman Run and Nine Mile to the Gaffneys who operated their logging trains taking out chemical wood.

Major operations of Emporium were in Cowley Run, Lyman Run and in the Hammersley areas. To reach Hammersley Fork Run they did not use the Goodyear RR but built their own at Jamison over the mountain. Last lines removed 1918.

#1	see Sykes and Caffisch, Elk County					
2	2 Tr.	Sthruthers Wells	1887		New. Stranfered to E.L.Co., Vermont	
3	33	0-6-2T Baldwin	1883	6264	ex C.N.J. #19, acq. 1900	To Emp. Forestry Co., Ny
4	34	2 Tr. Shay	1889	235	ex Galeton, So. Br. & Germania RR #4.	To " #34
5	35	" C11 Max	1905	650	New. 50 tons	To " 35
6	36	" "	1907	810	" "	To " 36
7	37	3 Tr. Shay	1903	756	ex Campbell & Hagenbuch Lbr, Tioga Co., acq. 1908, 65-70 tons	to " 37
8	38	0-4-4 Baldwin	1892	12599	ex Chicago & South Side RR #19, 1908	to " 38
9	39	3 Tr. Shay	1905	1548	ex Chapman Iron, Coal & Coke #9, Va., acq. 1908 about. 70-80 tons	to " 39
10	40	3 Tr. Shay	1902	678	ex Lackawanna Lbr. Co. #10, acq. 1908-09, 70-80 tons	to " 40
31	0-4-0T				second hand, 1910. Sold to Caffisch Lbr., Union City, Pa. 1918	
41	2-8-0	Baldwin			ex Pa. RR, 1910. Sc. at Galeton	
42	0-6-0	Prooks	1883	999	ex Buff., Ruckester & Pitts. #105, acq. 1911	to " 42
43	"	"	"	946	" #102	to " 43
#4	4-6-0	Altoona	1869	25	ex Pa. RR #490, acq. 1900 (Data from Penna RR records. Nothing known about the engine or if they even got it.	
#3	10 ren.				about 1910 to eliminate confusion with Goodyear Lbr. Co. engines.	

Gaffney Wood Products Co.

Inc. 7-11-1910 by same people who owned National Chemical Co. purchased logging RR of Goodyears/Emporium Lbr. Co. on Nine Mile Run from Walton and over toward Sweden Valley in 1910-11. Torn up 1922-23.

- 1 This number used by National Chemical Co. at Lyman Run, Potter Co.
- 2 2 Tr. Climax 1910-11 35-40 tons New Sc. 1923
- 3 3 Tr. " 1913-14 70-80 " " "

Galeton, South Branch & Germania RR

Inc. - Not Inc. Owned by Rexford Bros. Lbr.
 Built from Galeton up South Branch Pine Creek to Germania Hill, 6 miles in 1898 probably. Torn up about 1902. Lumber RR hauling logs to Goodyear Lbr. Co.
 ? 0-4-0 Dunkirk Iron Co. 1882? 4-6 tons ex Goodyear Lbr. Co. #3, acq. late 1890s. Disposition unknown
 ? 2 Tr. Shay CN 235 1889 ex S.S. Bullis #4, McKean Co. Sold to Emporium Lbr. Co. #4.

Goodyear Lbr. Co.

This company had two large saw mills in Potter County at Austin and Galeton and they incorporated the Sinnemahoning Valley which later became part of the Buffalo & Susquehanna RR beginning in 1897. A large number of logging railroads were built off these railroads up various runs until the final mill closing in 1912. All lines were standard gauge:

- Austin Mill: Cowley Runs, Portage Twnp 1899-1902
- Freeman Run " " 1887-1889
- all named runs in Sylvania Twnp and up into Homer and Summit Twnps 1889-97
- Bailey Run 1898-1901
- Most runs, Grove Twnp in Cameron County flowing into First Fork Sinnemahoning Creek, 1901-1903
- East Fork Twnp, most runs, 1906-1910 Sizer Run
- Wild Boy and Stoney Lick Runs, Conrad, 1904-05 Four Mile Run
- Galeton mill: Branches at Brookland 1896-97 (not mapped)
- Elk Run 1902-04
- Sunken Br, 1902-1905
- Lyman Run 1906-1908
- Nine Mile and Nelson Run 1908-1910
- the Galeton, South Branch & Germania RR supplied the logs 1898-1901
- Medix Run mill - see Elk County

none	0-4-0	Dunkirk Iron	1882?	4-6 tons	New	became Sinnemahoning Valley #3
1	2-6-0	Baldwin	1885	7678	"	B&S #101 in 1893
1	3 Tr.	Shay	1893	427 70-80	"	Potato Creek RR #3
2	2-8-0	Dickson	1879	228	ex Boston,	Hoosac Tunnel & West.RR#5, 1885
						sold to NYO&W RR #90, 1887
2	2-6-0	Rhode Island	1871	297	ex NYO&WRR #23,	acq. 1887. Sold 1888 purchaser unknown,
2	2-8-0	Baldwin	1888	9121	New	B&S #102, 1893
2	3 Yt.	Shay	1895	484	New	disposition unknown
3	0-4-0				renumbered from "none" in 1885.	Sold to Galeton, South Branch & Germania (Rexford Bros.) in late 1890s.
3	0-6-6-0	Baldwin	1892	12526	New	B&S #103
3	3 Tr.	Shay			ex ?	disposition unknown
4	2-6-0	Rhode Island	1871	299	ex NYP&W #25,	acq. 1887. Sold 1888 to ?
4	3 Tr.	Shay	1888	206	New	Potato Creek RR #4
5	2 Tr.	Shay	1886	157	New	Swift Creek Lbr., Ala, pr. 1892
5	3 Tr.	Shay	1892	376	New	Potato Creek RR #5
6	"	"	1887	175	"	G.W.Huntley #1, Elk Co., pr. 1900
6	"	"	1900	625	"	Cherry River Bogm & Lbr.#1, W.Va.
7	2 Tr	"	1889	224	"	J. H. Gamman & Co, Ark. 1891-2
7	3 Tr	"	1892	377	"	Potato Creek RR #7
8	2 Tr.	"	1889	236	"	Paint Rock Coal & Coke, Tenn. 1891-2
8	3 Tr.	"	1892	378	"	Potato Creek RR #7
9	"	"	1890	286	"	"
10	"	"	"	287	"	"
11	"	"	1892	379	"	" #1
12	"	"	1901	677	"	" #12
13	unknown,	may not have been used				
14	3 Tr.	Shay				2nd hand " #?
15	"	"	1901	678	80	ex J.E.Strong Lbr #, Tenn. So. Cleveland Oconee Lbr.
16	"	"				second hand
17	0-6-0					ex Pa. RR Scrapped
18	3 Tr.	Shay	1904	876	70-80	New Potato Creek RR
19	"	"	1905	974	"	" or Jerseyfield Lbr. Co., NY
20	"	"	1906	1679	"	Glen Jot. Transfer Co., N.H.
20	"	Climax	"	638	"	Potato Creek RR #20
21	0-6-0	Baldwin	1903	23154		ex Buffalo & Susquehanna Iron Co., Buffalo, NY. Later Potato Creek RR #21

1885 to Sept. 1893 locomotives were lettered Sinnemahoning Valley RR
 Sept. 1893-1901 new equipment was lettered F.H. & C. W. Goodyear
 1901-1911 new equipment lettered Goodyear Lbr. Co.
 All equipment transferred to Norwich and relettered P.C.R.R. in 1911 (or sooner for some)
 Partial record of locations of equipment after 1900:
 Austin 3,5,6,7,11,14,15,16,20,20 (includes Hammersley engine terminal)
 Galeton 4,6,7,9,10,14,17,20 Climax
 Medix Run 1,2,3,6,7,8,11,12,18

Lackawanna Lbr. Co.

Inc. 9-12-1887. Had unincorporated logging railroads to serve saw mills at Mina and Cross Fork.

Mina: Built narrow gauge in 1888 (C&PARR was narrow gauge at that time) on Town Run. Rbt. to std. gauge 1890. Later on Reed and Laninger Runs and Trout Brook. Torn up 1893 and saw mill sold to Central Pennsylvania Lbr. Co.

Cross Fork: Built on tributaries of Cross Fork Creek and Windfall Run, 1894. Torn up 1901. Built from Cross Fork south on Kettle Creek to Hevner Ryn 1906 and Trout Run 1907-08. Aband. 1908.

Operated over the Olsons RR and Olsons & Germania RR. Refer to them.

1	0-4-OT	Dickson	1888	617	New, narrow gauge.	Sold 1889
1	2 Tr.	Shay	1889	242	30 " std. g.	" Campbell Bros. Lbr.
2	3 Tr.	"	1893	428	70 "	Kentucky Lbr. Co.
3	2-6-0	Baldwin	1885	7678	ex Buf.&Susq. #101,	acq.1893 Disposition unknown
4	3 Tr.	Shay	1895	485	70 New	J.J.Newman Lbr, Miss.
5	"	"	1896	521	60 "	Hommochito Lbr., Miss.
6	0-4-2	Brooks	1881	570	ex Barclay RR #2, Bradford Co.	Disposition unknown
7	3 Tr.	Shay	1900	601	65 New	J. J. Newman, Lbr., Miss.
8	"	"	1901	656	" "	" #14
9	0-4-4	BALDWIN	1892	12566	ex E.P.DALRYMPLE Lbr;	Port ALLEGANY, ORIG. CHIC, SOUTH SIDE
10	3 Tr.	Shay	1901	687	70-80 New	Emporium Lbr. #10, acq. 1908
11	"	"	1906	1707	" "	J. J. Newman Lbr., Miss.

Erie RR records on R&LHS Bul #131 give a second 0-4-2 from Erie to LLCo.:
0-4-2 Brooks 1882 696 ex Erie #25. Bought 6-1897

National Chemical Co.

Inc. March 1893 by the Gaffney brothers.
Purchased logging RR of Emporium Lbr. Co. (formerly owned by Goodyear Lbr. Co.) on Lyman

Run in 1909-10, about 6 miles. Torn up 1915-16
#1 2 Tr. Elimax 35 tons 2nd hand bought 1909-10. Disposed 1916 to unknown.

New York and Pennsylvania RR, NY

Inc. 6-22-1896 as merger of Olean, Oswayo & Eastern RR (in Pa.) and N.Y. & Pa. RR (in NY),
Canistota, N.Y. to Oswayo, Pa., 41 miles.

In N.Y. used never completed roadbed of the Richester, Hornsellville & Pine Creek RR.
Extended Oswayo to Millport, 6 miles, 1898

" Millport to Shingle House, 5 miles, 1901
Reorg. 7-1-1904 as merger of NY&Pa. RR, Sharon & Ceres RR, and Sharon & Ceres Terminal RR
(in N.Y. State, 1/4 mile) as NY&Pa. after merging with Oswayo Valley R.R.

Op. Disc. 12-1-1917 and resumed 1920. Disc. July 1935 after flood damage and torn up. RR
Had served farming and in early years glass/sand business Partially torn up 1916, but remain.
I.C.C. AUTHORIZED Aband 3-19-36, 57 miles
Additional information in book by Pietrak "Coudersport and Port Alleghany RR-New York & Pa.

& Penna. RR.

54	4-4-0	Altoona	1868	7	ex Pa. RR #54, acq. 1893.	Sc. about 1915
1	2-6-0	"	1869	"	" #?, 1895	Sc. about 1904
data on #1 probably incorrect. Pa. RR had no 2-6-0s built by Altoona around 1869.						
44	4-4-0	Columbus	1896		ex Pa. RR #8804 (Cincinnati & Muskegon Valley RR), acq. 1-1905	
		Shop			thru F.M.Hicks. (not former Pa. #44). Sc. 1910	
3	4-4-0	Rogers	1862	1035	ex Erie RR #118, acq. 1897	Sc. about 1907
152	2-6-0	Schenect.	1882	1579	ex Fall Brook RR #28, acq. 1890	So. about 1922
58	"	Baldwin	1872	3015	ex N.Y.&Oswego Midland #58	acq.1900 So. about 1907
29	2-8-0	"	1890		ex Pa. RR, acq. 1905 (NY&Pa)	So. 1931
30	"	"	1907	32194	New	So. 1936
31	4-4-0	"	1911	36170	New	So. 1936
32	2-6-0	Schen.	1892	3899	ex NYC #1657 (orig. #754)	S. 1936
128	2-8-0	Brooks	1894	2413	ex BR&P #128, acq. 1927	Sc. 1936

Olean, Oswayo & Eastern RR

Inc. 10-20-1892 Genesee to Oswayo

Built 1894 Genesee to Oswayo, 14 miles to serve tannery and lumber shipments. Extended
Genesee to State line 1895&96 to connect with N.Y. & Pa. RR

Merged 6-22-1896 into N.Y.&Pa. RR

Had 1 locomotive, #54 (see N.Y.&Pa. RR roster above)

Oswayo Valley RR

Inc. 1-8-1920 Genesee at N.Y. state line to Ceres at NY State line, 27 miles.

Merged 11-24-1920 with N.Y. & Pa. Ry. to form NY&PaRy (no name change) so as to
resume operation of NY&P.

Sharon & Ceres RR

Inc. 7-18-1901 Shingle House to Ceres, N.Y. state line, 4.3 miles/ Built 1903 as an
extension of N.Y. & Pa. RR.

Merged 7-1-1904 into NY&Pa RR. No locos.

1901
ORIG. CHIC, SOUTH SIDE
RAPID
TRANSIT
#9
COMPOUND
Lbr

Newman, J. J., Lbr. Co.

Not Inc. Built a log RR from saw mill at Sweden Valley up Mill Creek in 1890, 6 to 10 miles. Torn up 1895. 2 locomotives, numbers unknown.
 4-4-0 Locks & Canals 1843 second hand. Originally Phila. & Rdg. RR. Scrapped
 2 Tr. Shay 1890 326 30 tons New. Sold to Bradford Kees Lbr., La.

North Bend and Kettle Creek RR: See Clinton County

Oleona RR

Inc. 5-2-1901 by Goodyear Lbr. Co.
 Built 1901 Cross Fork to Oleona, 8 miles. Aband 1912.
 Sold 1908 to Brooklyn Cooperage Co. On 3-7-1908 Oleona & Germania RR merged into Oleona RR
 Locomotives were lettered Lackawanna Lbr. Co. (which company was principle user), Pennsylvania Stave Co., and B.C.Co. Goodyear Lbr. Co. did not use it. See Penna. Stave Co. below.

Oleona & Germania RR

Inc. 5-12-1902. Owned by Lackawanna Lbr. Co.
 Built Oleona to Germania Brook, 5 miles. Later on Little Kettle Creek.
 Sold to Brooklyn Cooperage Co. in 1908. Merged 3-7-1908 into Oleona RR. Aband. 1912
 Locomotives were lettered Lackawanna Lbr. Co.

Pennsylvania Stave Co.

Operated a large stave mill at Cross Fork and cut hardwood on lands owned by the Lackawanna Lbr. Co. (and others?). Owned the Oleona RR but did not letter engines with name of RR.
 #2 2 Tr. Shay 1901 634 30 tons ex Brooklyn Cooperage Co. #2, N.Y. Transferred back to N.Y. in 1912
 3 " " 1903 829 40 ex L.M. Palmer Co. #3, Mo. Transferred to Brooklyn Cooperage in S.C., 1912

Rexford Bros. See Galetton, South Branch & Germania RR

Slate Run RR. See Lycoming County

Wellsville, Addison & Galetton RR

Inc. 10-18-1954 and took over remaining lines of Buffalo and Susquehanna RR in Potter Co. on 1-1-1956: Wellsville, N. Y. to Galetton to Burrows; Addison, N. Y. to Gaines to Galetton, and Gaines to Ansonia.
 Largest shipper was Sinclair Refinery at Wellsville which had a fire in 1958 and closed. Also served Westfield and Elkland tanneries, the latter closing in 1957-58, and brought cars to Coudersport and Port Allegheny RR
 Aband: 4-27-1956 Galetton to Burrows, 6 miles. Unused for 10 or 15 years.
 (I.C.C. 4-5 -1960 Addison to Elkland, 13.6 miles
 Auth.) 4-5-1973 Wellsville to Galetton, 37 miles. Tracks washed out near Wellsville in June 1972 flood and line closed.
 9-30-1977 Galetton to Elkland and Ansonia, but only 26 miles Gaines to Elkland aband. (Elkland tannery had closed)
 1979/1980 Galetton to Ansonia. Last revenue train 3-16-1979 and last train of any kind 11-7-79.

Bought in 1965 Coudersport and Port Allegheny RR which they abandoned in 1970/71 after Coudersport tannery closed which had supplied 1/3 of freight business.
 Locomotives:

Acquired from B&O Nos. 3123, 3127, 3132, 3133, 3134, 3135. Only 3127 was relettered. All were scrapped in 1956, all 2-8-0s built for Buffalo & Susquehanna RR
 #300 500 hp. G.E. 1935 1176h Built as Pittsfield, Mass GE plant switcher; then Unadilla Val. #300. On WAG short time in 1956. Not used?. Returned to I.V.
 1010 & 1012 500 hp Whitcomb 1950 60824 & 60826 borrowed in 1956 from G.R.I.&P. RR and returned (Rock Island #1010 and 1012) in 1956

1200	960 hp	GE	1937	12229	ex Ford Motor Co. #1000	acq. 1956	Sc. 1969
1300	"	"	"	12230	"	"	Sc. 1970
1800	1000	"	1939	12506	"	1001	Sc. 1970
1400	"	"	"	12507	"	1002	Sc. 1970
1600	"	"	"	12508	"	1003	Sc. 1969
1700	"	"	3-40	12569	"	1004	Sc. 1970
1500	"	"	"	12570	"	1006	PRESERVED
2000	1500	EMD	"	"	"	1007	"
2100	"	"	"	"	ex Sou. Pac. #6380	acq. 1968.	Sold 1969 La. & N.W. RR #45
2200	"	"	"	"	" 6378	"	" 46
2300	"	"	"	"	" 6443	" 1969	"

Acq. in 19 SP6309, 379 (T&NO), and W.P. 9210 to be numbered 2400, 2500, 2600.
 WP 805A acq 1972. Sold LA & NW #49 No WAG #.

Wellsboro and State Line RR Inc. 5-8-1871 See Tioga Co.

Coudersport, Portage and Allegheny River RR

Inc. 4-12-1851 but enrollment tax not paid until 1857. Coudersport coal mines to Canoe Place, McKean Co. along Allegheny River and branch on Portage Branch of Sinnemahoning Creek; down Allegheny River to N. Y. State.
 Suppl. 5-20-1857 may extend from mouth of Sinnemahoning Portage Creek to Sunbury and Erie RR

Lawrenceville and Oswayo RR Inc. 5-1-1852 See McKean Co.

Jersey Shore, Pine Creek & State Line RR Inc. 4-11-1853 See Lycoming Co.

Potter County RR

Inc. 4-2-1860 Germania to Sunbury & Erie RR in Clinton Co. Suppl. 5-1-1851 to built from S&E in Clinton Co. to Pine Creek in Potter Co.

Olean and Coudersport RR

Inc. 6-2-1881 Coudersport to Oswayo to Ceres Twp to state line, 22 miles

Wellsville & Ulysses RR

Inc. 11-15-1881 Lewisville to Genesee River valley to state line, 9 miles

Ulysses and Pine Creek RR

Inc. 12-10-1881 Lewisville along Pine Creek to Pike Mills, 14 miles. 3 gauge.

State Line, Brookland and Pine Creek RR

Inc. 6-29-1882 Genesee RR at N.Y. state line to Brooklands to mouth of West Br. of Pine Creek, 20 miles

Sinnemahoning & Pine Creek RR

Inc. 6-29-1882 Pike Mills to Wharton to West Br. Pine Creek, 3' gauge.

Pike Mills & Kettle Creek RR

Inc. 6--29-1882 See Clinton Co.

Pine Creek & Tioga Valley RR

Inc. 7-13-1882 Pike Mills to Babbs Cr. to Pine Cr. to Babbs Mill, 36 miles, Tioga Co.

Pine Creek & Susquehanna RR

Inc. 8-10-1883 See Clinton Co.

Gold & Driftwood RR

Inc. 8-10-1883 See Cameron Co.

Coudersport, Hornellsville & Lackawanna RR

Inc. 10-29-1888 Coudersport to Gold to N.Y. State, 22 miles

Coudersport and West Branch RR

Inc. 9-5-1889 Coudersport to Burrows, 17 miles

Hornellsville, Coudersport & Westport RR

Inc. 2-3-1890 See Clinton Co.

Coudersport, Galeton & Ansonia RR

Inc. 2-12-1890 Galeton to Ansonia, Tioga Co., 13 miles

Ulysses and Pine Creek RR

Inc. 8-16-1892 Perryville to Ulysses, 6 miles

Galeton and Coudersport RR

Inc. 10-15-1894 Galeton to Coudersport, 26 miles.

Galeton & Leetonia RR

Inc. 10-31-1897 Germania to Leetonia via Galeton and Gaines, 33 miles.

Oswayo RR

Inc. 7-27-1900 Ceres to Shingle House, 5 miles.

SCHUYLKILL COUNTY

People's Railway

Inc. 4-4-1865 Pottsville to anypoint within 6 miles, to carry freight but not use steam locomotives or cross Phila. & Reading Ry tracks at grade.

1973 Allowed to use steam locomotives.

Built 1871-72 almost entirely for passenger business and used horses until about 1874,

Pottsville to Minersville, 4½ miles. (Union St. to 12th St, (.9 miles) in Pottsville to Pennsylvania RR used its tracks in Pottsville at one time. Minersville.)

A passenger carrying railway.

Track from Twelfth St to Marlin sold to Lehigh Valley RR, 2 miles, to give LV entrance into Pottsville. Mar-Lin also called York Farm Jct. by L.V.RR. LV had trackage rights to 12th St. prior to buying it.

Locomotives: #1 4-4-0 Locks & Canals Co. 1843 ex Rdg. "Conestoga" and bought from Schuylkill Nav. Co. in 1871. Disposed about 1889.

#2 4-4-0 Locks & Canals Co. 1843 ex Rdg. "Cherokee".. Disposed about 1889.

(Either No. 1 or 2 acquired in 1890 by Newman Lbr. Co. at Sweden Valley, Potter Co.)

#3 4-4-0 Eastwick & Harrison c. 1842 ex Rdg. Now at Franklin Institute, Phila.

In 1896 railroad owned 1 locomotive and leased 1. About 1898 RR leased to traction company and electrified. Loco. was stored until resurrected by the Rdg. in 1923.

In 1880-81 one loco. received a new boiler, and in 1882-83 second engine given new boiler.

Corporation was merged into the Reading 12-31-1945. Previously both LV and Rdg had trackage rights Pottsville to Minersville, 3½ miles.

Paper Railroads

Orwigsburg RR

Inc. 4-14-1828 Brunswig Twp on Schuylkill River to Schuylkill Valley RR near Stahl's Mill

Middle Port & Pine Creek RR

Inc. 4-6-1830 from Schuylkill Valley RR near Middle Port to the Schuylkill Canal at mouth of

Pine Creek, Schuylkill Co.

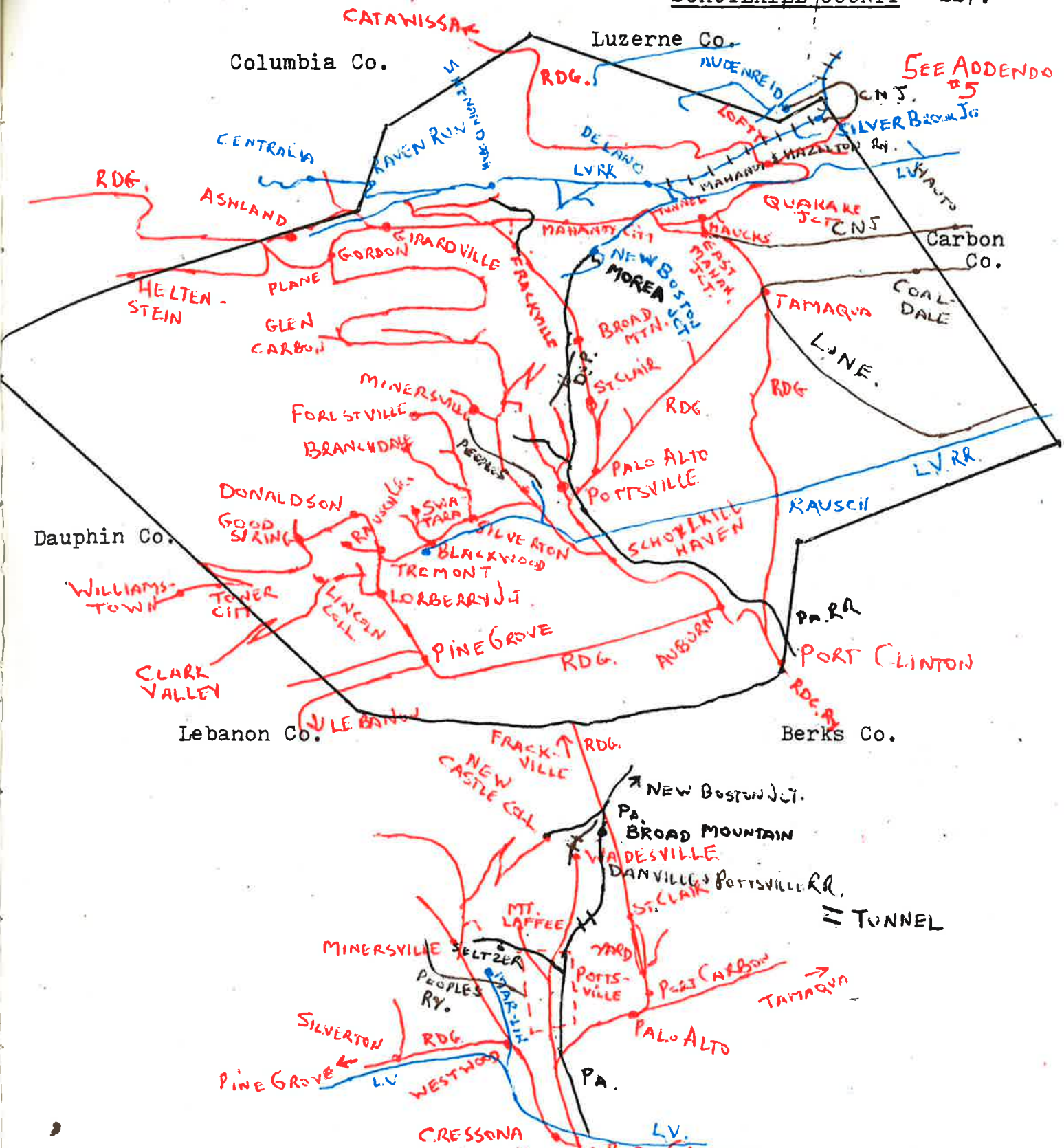
Suppl. 4-16-1838 extend from Middle Port up Sascawilliam Creek to Mine Hill.

Tuscarora and Cold Run Tunnel and RR Co.

Inc. 4-6-1830 thru Sharp Mtn near Shell's Mill in Schuylkill Co. to mouth of Cold Run on

Little Schuylkill RR. RR organized to connect Mill Creek and Schuylkill Valleys as an

outlet for Little Schuylkill RR



Danville & Pottsville RR. See Pennsylvania RR. (Line from Wadesville to Broad Mtn. had a tunnel and abandoned 1844 and not later replaced.)

Mahanoy & Hazleton Ry. See ADDENDUM #5
 Inc. and took over for LV line from York Jct. (just south of Hazleton and north of McAdoo) to Delano in 198.

Pennsylvania RR had trackage rights over Reading from Broad Mtn to Frackville and LV from New Boston Jct to Tomhickon, Luzerne Co.

Fishing Creek RR

Inc. 4-1-1831 from Union Canal feeder at mouth of Fishing Creek, Pine Grove Twp, Schuylkill Co. up the creek and east branch to Broad Mtn. Only 30 ft. right of way.

Rousch Creek RR

Inc. 4-2-1831 from northern end Union Ship Canal RR up Rousch Creek to coal fields, Sch. Co. Not built. Would have started at Lorberry Jct.

Norristown and Mount Carbon RR Inc. 4-6-1833 See Berks Co.

Muddy Branch RR

Inc. 4-14-1834 from Mine Hill and Schuylkill Haven RR up Muddy Branch of Schuylkill River 3 to 5 miles.

Pine Grove and Schuylkill Haven RR

Inc. 5-18-1836 Pine Grove on Union Canal Co's RR to Friedensburg to Schuylkill Haven.

Harrisburg, Allentown, Bethlehem and Easton RR Inc. 3-17-1838 See Berks Co.

Offerman RR & Mining Co.

Inc. 4-11-1838 to hold 2000 acres in Norwegian and Barry Twnps near Great Falls of West Branch of Schuylkill River, 10-11 miles from Schuylkill Haven and to build a RR from these fields and connect to end of Mine Hill and Schuylkill Haven RR
Suppl. 7-26-1842 Renamed Schuylkill RR & Mining Co.

Williams Valley RR & Mining Co. Inc. 5-25-1839. See Dauphin Co.

Good Springs Coal Co.

Inc. 6-4-1839 to hold 2000 acres in Lower Mahantongo Twp, Schuylkill Co. and build a RR to Wiconisco or Union Canals.

Bear Valley Coal Co.

Inc. 6-12-1839 to hold 2000 acres in Lower Mahantongo Twp and build a RR to Wiconisco Canal or elsewhere. *PARTLY GRADED 1842-45 FROM NEAR WICONISCO CANAL, DAUPHIN CO. TO JUST INTO SCHUYLKILL COUNTY ON SOUTH SIDE OF PETERS MTN.*

Forest Improvement Co. (New York & Schuylkill Coal Co.)

Inc. 6-12-1839 from their coal lands to Mine Hill & Schuylkill Haven RR or Swatara & Good Spring Creek RR. Not built. Mine Hill & Schuylkill Haven built line in 1850.

Union RR & Mining Co.

Inc. 6-12-1839 to hold 2000 acres coal land in Dauphin and Schuylkill Cos and to build a RR to any canal or RR.

Howelton Coal Co.

Inc. 6-24-1839 to hold 1600 acres in Rush Twp, Schuylkill Co and construct a common carrier RR 4 miles to Danville and Pottsville RR
Renamed 5-15-1842 Broad Mountain Coal Co.

Pottsville & Tuscarora RR

Inc. 4-28-1840 Pottsville to Tuscarora, Schuylkill Co.

Fourth Mountain Coal & RR Co.

Inc. 2-20-1841 to hold 2000 acres in Pine Grove and Williams Valley, Schuylkill Co and build a RR to Fishing Creek RR or Union Canal.

Harrisburg and Pine Grove RR

Inc. 3-24-1842 Harrisburg - on south side of Blue Mtn. to Swatara coal region at Jct. of Rousch, Lorberry, and Swatara Creeks, Schuylkill Co.

Broad Mountain Coal Co.

Inc. 5-15-1842 as a renaming of Howelton Coal Co., Rush Twp and build 4 miles to Danville & Pottsville RR.

Bear Mountain RR

Inc. 7-13-1842 Rousch Gap, Lower Mahantongo Twp, Schuylkill Co. to Millersburg, Dauphin Co.

Schuylkill RR & Mining Co.

Inc. 7-26-1842 as renaming of Offerman RR & Mining Co.

Fishing Creek, Swatara and Schuylkill RR

Inc. 4-25-1844 Fishing Creek Gap, Sharp Mtn. near Baird's Run, Pine Grove Twp, Schuylkill Co. - in valley between Sharp and 2nd Mtn. to Swatara and Rousch Creek - Summit between Little Swatara and Bear Creek Br. of Schuylkill - down Bear Creek to Phila. & Rdg. RR

Shamokin, Mahanoy & Schuylkill RR

Inc. 4-27-1844 Shamokin, Northumberland Co. to Phila. & Rdg. RR between Schuylkill Haven and Pottsville or connect with a RR which goes to the Phila. & Rdg. RR

Mahanoy, Shamokin & Schuylkill RR Incorrect designation for Shamokin, Mahanoy & Sch. RR

Panther Creek, & Laurel Run RR

Inc. 4-15-1853 mouth of Laurel Run. Schuylkill Co. to connection with Phila. & Rdg. RR

Farp RR

Inc. 4-20-1853 from Farp lands in Bythe, New Castle, and Cass Twnps, Schuylkill Co. to Phila. & Rdg. RR

Navigation RR Co.

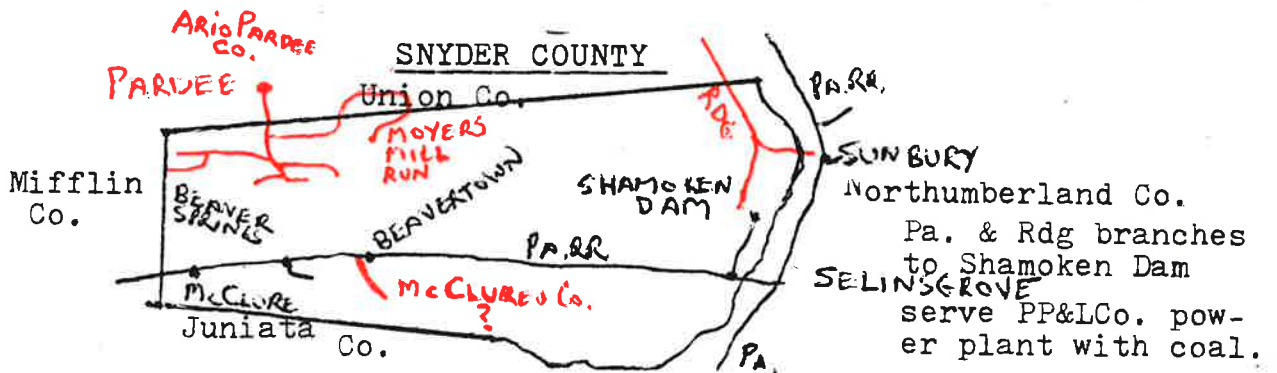
Inc. 4-20-1854 Port Clinton, Schuylkill Co. and then westwardly not more than 10 miles.
Suppl. 3-7-1856 eastern terminus either Auburn or Port Clinton.

Middle Coal Field Tunnel & RR Co.

Inc. 5-8-1854 but did not pay enrollment tax.
Charter revived 4-15-1859 to build a tunnel thru Broad Mtn. so that Mahanoy coal can reach Philadelphia markets without use of incline planes and may extend to connection with Phila. & Sunbury RR.

Schuylkill & Dauphin Improvements & RR Co. Inc. 5-7-1855 See Dauphin Co.

- Girard RR
Inc. 4-1-1856 to buy part Phila. Sunbury RR east of Locust Mtn. and relay it and connect with Phila. and Sunbury on the west.
Suppl. 4-16-1856 may built branch up Mahanoy Creek to Catawissa, Williamsport & Erie RR or Little Schuylkill RR
- Schuylkill Haven & Lehigh River RR Inc. 4-19-1856. See Carbon Co.
- Mahoning RR
Inc. 4-11-1859 Tamaqua to Mahoning Valley to L.V. RR above Lehigh Water Gap.
- Pottsville & Minersville RR
Inc. 5-7-1859 Pottsville to Minersville.
- Wilkes Barre & Philadelphia RR Inc. 4-4-1863 See Luzerne Co.
- West Buck Mountain Coal & Iron Co. Inc. 3-4-1864 See Columbia Co.
- Honeybrook Coal Co. Inc. 4-23-1864 See Carbon County.
- Manufacturers & Consumers Anthracite RR Inc. 3-23-1866 See Berks Co.
- Reading & Treverton RR Inc. 4-10-1867 See Berks Co.
- Silver Brook Coal Co. Inc. 4-15-1867 See Carbon Co.
- Water Gap & Schuylkill RR
Inc. 6-4-1881 Pottsville N.E. thru Schuylkill, Carbon, and Monroe Cos. to New Jersey at Water Gap, 65 miles.
- Pottsville & New York RR
Inc. 3-23-1882 Schuylkill Haven to Lehigh Gapm Carbon Co., 30 miles.
- Delaware Water Gap & South Western RR Inc. 11-6-1883 See Bedford Co.
- York & Schuylkill RR Inc. 2-2-1892 See York Co.
- Girardville RR
Inc. 7-18-1892 West Shenandoah west to Girardville, 5 miles.
- Marion & St. Clair RR
Inc. 6-25-1894 Phila. & Rdg. RR at St. Clair to Marion Slope, Blythe Twmp, 5 miles.
- Millersburg & Brookside RR Inc. 1-31-1896 See Dauphin Co.
- Ashland & Centralia Ry Inc. 9-23-1897 See Columbia Co.
- Susquehanna & Southern RR Inc. 8-12-1901 See Carbon Co.



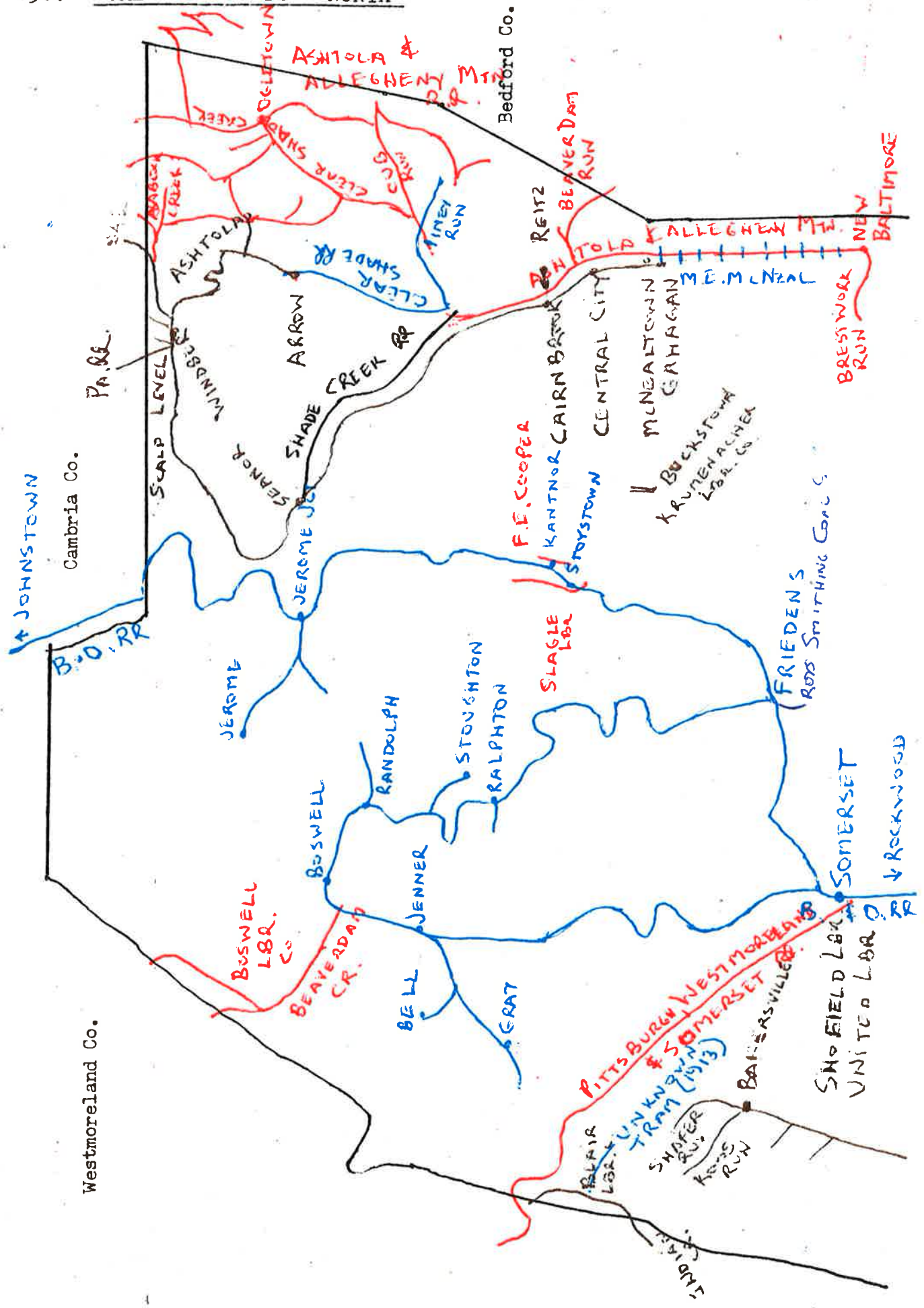
Snyder Co. is farming thru the center with mountains along north and south sides with extensive lumbering in northwest corner.

McClure & Co.
Built a log RR probably at Beavertown on Shade Mtn several miles and abandoned about 1886. Company bought a Porter 0-4-2 saddle tank loco. c.n. 555. Logging RR mentioned in newspapers in 1883-84 at Beavertown never identified by name. Saddle tanker was 42" gauge. A Std. gauge 2-4-0 Baldwin 1879 c.n. 4648 sold by Prospect Park and Coney Island RR #8 to McClure, date unknown. May not be same company.

A. Pardee See Union Co.

Paper Railroads

- Susquehanna & Philadelphia RR
Inc. 12-5-1860 to start at some point between Williamsport and Sunbury to Selinsgrove to Liverpool, Perry Co. to connect with Pa. RR at mouth of Juniata River.
- Selinsgrove and North Branch RR Inc. 5-3-1871 See Northumberland Co.
- Delaware Water Gap and South Western RR Inc. 11-6-1883 See Bedford Co.
- Northern Central Connecting RR



Westmoreland Co.

Cambria Co.

Bedford Co.

B.O. RR

PA. RR

BANKERSVILLE

SHO-FIELD LBR.

UNITED LBR. CO.

SOMERSET

ROCKWOOD

FRIEDEN'S

ROSS SMITHING CO. & SONS

STOYSTOWN

KANTNOR CAIRN BARR

REITZ

CENTRAL CITY

MUNELTOWN

BEAVER DAM

NEW BALTIMORE

BUSWELL LBR. CO.

BEAVER DAM CR.

SLAGLE LBR.

F.E. COOPER

PITTSBURGH WESTMORELAND & SOMERSET

UNKNOWN TRAM (1913)

SHAFER RUN

KEESE RUN

TRAM

JEROME

RANDOLPH

STOUGHTON

RALPHON

BOSWELL

JENNER

GRAT

ASHTOLA

ARROW

SHADE CREEK RR

JEROME JCT

CLEAR SHADE RR

TIMEY RUN

REITZ

BEAVER DAM

RUN

ALLEGHENY MTH.

NEW BALTIMORE

ME. M. McNEAL

GAHAGAN

BUCKSTOWN

KRUMENACHER

LOCAL CO.

BREITWORT RUN

NEW BALTIMORE

ASHTOLA & ALLEGHENY MTH.

DELETTOWN

CLEAR SHADE CREEK

LABOCK CREEK

CLEAR SHADE RR

TIMEY RUN

CUG KING

BEAVER DAM

RUN

ALLEGHENY MTH.

NEW BALTIMORE

REITZ

BEAVER DAM

RUN

ALLEGHENY MTH.

NEW BALTIMORE

ME. M. McNEAL

GAHAGAN

BUCKSTOWN

KRUMENACHER

LOCAL CO.

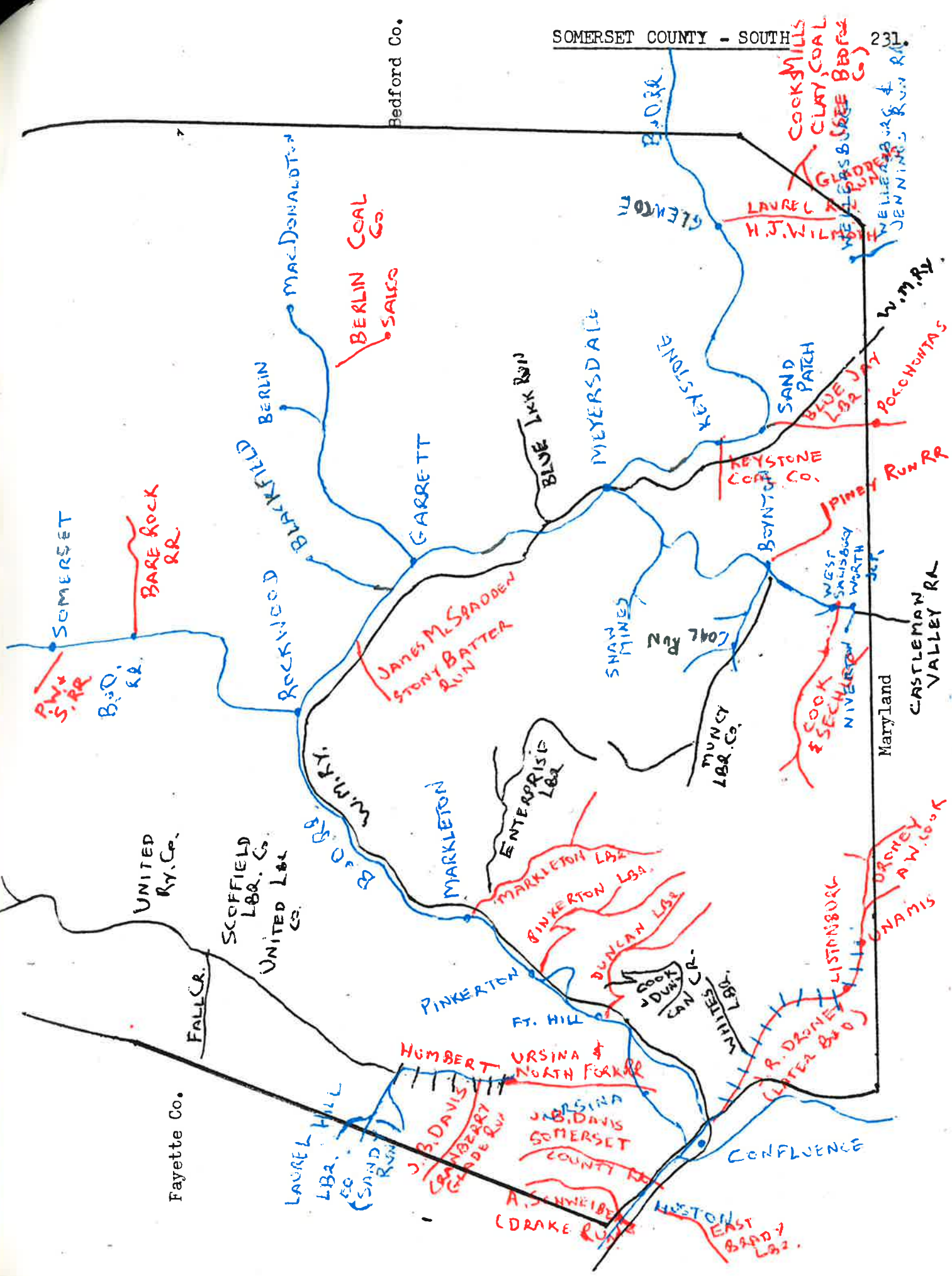
BREITWORT RUN

NEW BALTIMORE

NEW BALTIMORE

Bedford Co.

Fayette Co.



Cock Mills
 CLAY, COAL
 GLASS BEDS
 (SEE BEDS)
 WELLS
 JENNINGS RUN RR

BERLIN COAL Co.
 SALKS

LAUREL
 H.J. WILSON
 WELLS
 JENNINGS RUN RR

KEYSTONE COAL CO.

JAMES M. SPADDEN
 STONY BATTER RUN

IPINEY RUN RR
 WEST SALISBURY
 WORTH

ENTERPRISE L&C

MARKLETON L&C
 BINERTON L&C

DUNCAN L&C

COOK & DUNN
 CANON

HUMBERT
 URSINA & NORTH FORK RR

J.B. DAVIS
 SOMERSET COUNTY RR

A. SCHWEIBER
 (DRAKE RUN)

HUSTON EAST BRADY L&C

LISTENBURG
 R. DRONE
 (LATER BRADY)
 ORCHY
 A.W. COOK
 GNAMIS

CASTLEMAN VALLEY RA

Ashtola and Allegheny Mountain RR

Not incorporated. Owned by the Babcock Lbr. Co. as a logging railroad.
 Built from Ashtola north into Babcock Creek at Pot Ridge, std. gauge; 1899. Babcock subsequently built logging railroads on Shade Creek-Shingle Run, Brestwork Run to New Baltimore and west several miles; Beaverdam Run, Clear Shade Creek and throughout most of Ogle Twp and Shade Creek Twp in Somerset County. Had about 40 miles of track. Last was torn up 1913. Locos. lettered Babcock Lbr. and A&AM.

#1	2 Tr. Shay	1896	502	25 tons	Wheeler	4 miles	unknown disposition
2	"	1900	599	42 "	New		Sold Tellico River Lbr., Tenn
3	"	1901	652	42 "	New		transferred to Davis, W.Va.
4	"	"	"	25-30	Clear Shade RR #1		unknown disposition
5	"	1901	641	42 "	" #2		Sold Tellico River Lbr, Tenn.
6	3 Tr. "	1905	1546	70 "	New		transferred to Davis, W.Va.

Babcock Lbr. Co.

Inc. 11-11-1898 and owned Ashtola and Allegheny Mtn. RR. (see above)
 Acquired Clear Shade RR of James Curry & Sons at Arrow, Somerset Co., 1901
 Acquired Shade Creek RR circa 1904.

Bare Rock RR

Inc. 10-19-1892 Murdock to Bare Rock, 3 miles. To serve a rock quarry.
 Built 1893. Quarry closed and railroad torn up 4-1927. Corp. dissolved 4-1927
 #1 0-6-OT Baldwin 1891 11844 Colorado Coal & Iron Co. #2, acq. 1892/93?
 This engine may have been replaced by a similar 0-6-OT as indicated by a photo
 supposedly Bare Rock RR, but former employee said they only had one engine
 the entire time.

Berkebile Lbr. Co.

Had a 2 mile logging RR in Somerset County about 1906. Location unknown

Berlin Coal Co.

Coal company railroad of one mile from B&O near Berlin on Buffalo Creek to Salco Mines.
 Built about 1916, torn up about 1926. 1-2 miles.

- Saddle tank rod engine
 - Cl. A. Climax 1271 18-20 tons 36" g. ex. Cook & Duncan Lbr., Fort Hill, Somerset Co.
 - " " " " " wx Muncy Lbr. Co. #1, St. Paul, Somerset Co.

Blair Lbr. Co.

Built 5 mile std. gauge logging RR from Blair Siding on Pittsburgh, Westmoreland & Somerset RR south into headwaters of Indian Creek in 1908 with saw mill near Kuhn. Torn up 1911 when com any moved to Kregar, Westmoreland Co.
 #1 2 Tr. Shay 1908 2053 42 tons New Transferred to Kregar, Westmoreland Co., 1911

Blue Jay Lbr. Co.

Inc. 4-25-1898 and built a logging railroad from Sand Patch on B&O south to Pocohontas and into Maryland for timber. Torn up 1912. 36" gauge, about 12 miles
 #3 2 Tr. Heisler 1898 1023 25 tons New Sold to Stoddard Lbr. Co., Ore.

Boswell Lbr. Co.

Inc. 3-16-1909. Built a logging RR from Boswell in 1927, std. gauge, along Beaverdam Cr. and north on Laurel Ridge to Roaring Run, Banns Creek., 15-17 miles. Torn up 1937-38.
 #1 2 Tr. Heisler 1899 1040 37 tons ex McKean Chem.Co.#1, acq. 1926 Sc.
 58 " " 1898 1021 37 " " #58 " Sc.
 2923 " Shay 1917 2923 50 " ex Reitz Coal Co., Windber, Somerset Co. Sold to Blue Ridge Stone Co., Roanoke, Va.
 872 3 Tr. Shay 1904 872 70 " ex Mt. Jewett, Kinzua & Riterville RR, acq. 1934. Sc. 1937

Castleman River RR

This originally was a logging railroad of Jennings Bros. in Maryland which connected with the B.&O. a mile north of the Penna. state line at Worth Jct. It was subsequently incorporated as Northern Maryland & Tidewater RR, Castleman Valley, and Castleman River and Pennsylvania-Castleman Valley RR. The original incorporation in Penna. of the mile is unknown. Evidently it never was. Subsequent corporations were in Maryland except Pa-C.V.RR. After the lumbering was finished, it served coal mines until they all expired.

Northern Maryland & Tidewater RR

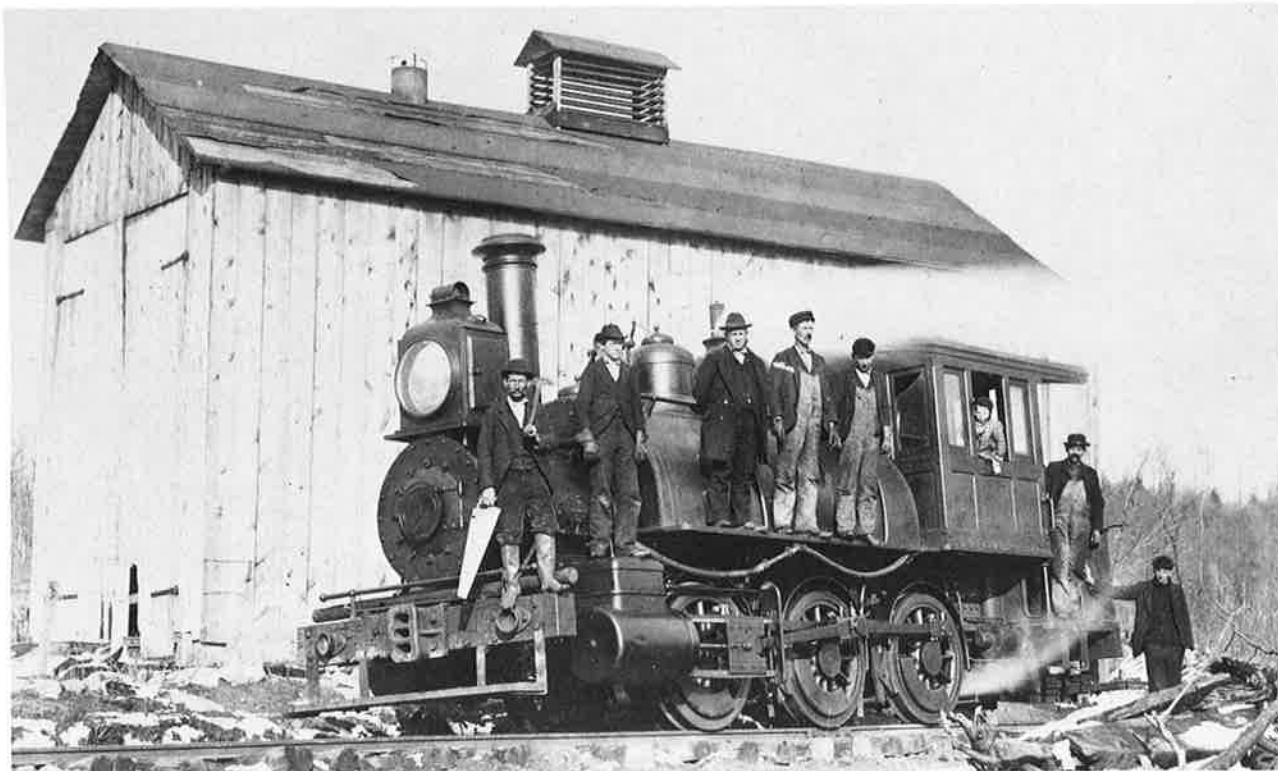
Inc. 1912 of Jennings Bros. Lbr. Co. RR from Worth Jct, Somerset County along the Castleman River. No record of inc. in Pa. Reorg. in 1928 (?) as Castleman Valley RR. and probably Penna.Castleman Valley RR.

Pennsylvania-Castleman Valley RR

Inc. 10-17-24 1.2 miles Worth Jct. to state line at the Castleman River. This incorporation was probably to correct an oversight of not having this track inc.
 Probably reorg in 1928 as Castleman Valley RR

Castleman Valley RR

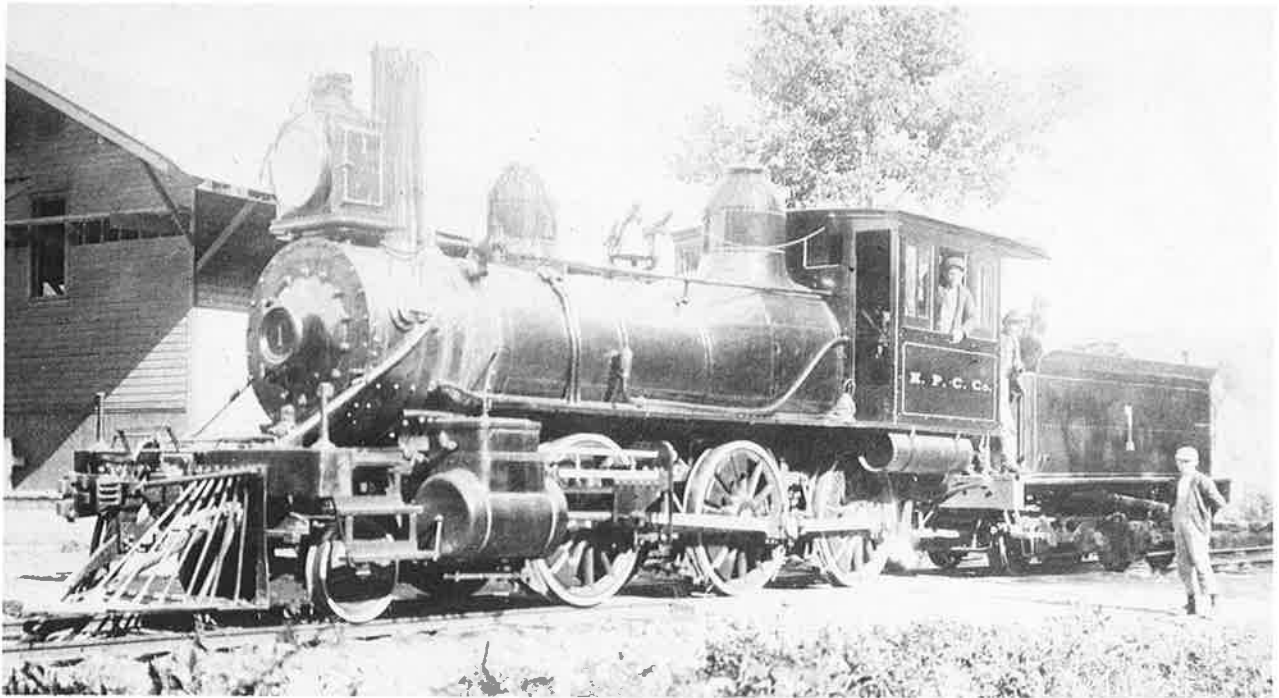
In. 1928 in Maryland as reorg. of Northern Maryland & Tidewater RR and probably Pa-C.V.
 Reorg. 1-1-1930 as Castle Man River RR. Coal hauler.



Industrial railroads served sand and clay pits for brick companies and stone quarries for railroad ballast and other uses. The Bare Rock Railroad in Somerset County was one of the latter. The railroad was built in 1893 and operated until the quarry closed in 1927. This is engine No. 1 standing in front of its engine house.



The reason for the Bare Rock Railroad was this quarry. A Baltimore and Ohio low sided gondola has been loaded with cut rock. The small building by the locomotive housed a steam engine for operating the crane. A similar crane in the rear is served by a vertical boiler and steam engine unprotected by a building. This is a very typical view of rock quarry operation and its railroad.



Most of the large cement companies in Northampton County had one or more locomotives. This is Nazareth Portland Cement Co. #1, former Bangor and Portland RR (D.L.&W.RR) No. 5. After the locomotive wore out, the DL&W performed the switching. At the turn of the century there was a huge used locomotive market and almost every industrial plant, tannery, cement mill, etc. had its own locomotive. 2-6-0s like this engine were easily resold by equipment dealers for plant facility switching.



Beginning in the late 1920s and continuing until the mid 1930s a relatively large number of Heisler and Shay geared locomotives were sold to strip mining operations, particularly in Pennsylvania, Ohio, and Indiana. This is Harleigh Brookwood Coal Co. No. 64, Heisler c.n. 1517 at Frackville at an anthracite strip mine. Walter Casler

Castleman River RR

Inc. 1-1-1930 as reorg. of C.V.RR. Abandoned 1959 after several years inactivity due to coal mines not working.

Clear Shade RR

Not Inc. Owned and built by James Curry and Son as a logging RR in 1898 from Arrow south to Clear Shade Creek and up Piney Run, 5 or 7 miles. Std. gauge.

Sold to Babcock Lbr. Co. in 1901

1 2 Tr. Shay unknown origin, 25-30 tons. Became Babcock Lbr.'s Ashtola and Allegheny Mtn. RR #4, 1901

2 " " 1901 41 42 tons. New

Ashtola & Allegheny Mtn. #5, 1901

Cook, A. W. & Co.

Bought 2-4-1906 the logging RR of Dronney Lbr. Co. up Whites Creek from Unamis to Maryland. Torn up 1912. Locomotives - see J. R. Dronney Lbr.

Cook & Duncan Lbr. - See Duncan Lbr. below.

Cook & Sechler

Built 36" gauge log railroad from West Salisbury on Tub Run and toward Negro Mountain, 6 miles about in 1910. Torn up prior 1918. Had a class B. Climax

Cooper, F. E.,

Built in 1933 a 36" gauge log railroad using a gasoline locomotive about 1-2 miles at Katter and similar one at Dillstown in 1933 and 1934.

Davis, J. B.

In 1924 built 36" gauge railroad from Humbert up Cranberry Glade Run about 5 miles. Torn up 1927. Used a class B, 30 ton Climax brought over from his Bruner Run, Fayette Co. operation. Transferred to Huston operation.

Davis, J. B.

Built 1927 from Huston north on former Somerset County RR grade 3 to 6 miles. Torn up early 1930s, the last narrow gauge, steam logging RR in south western Penna. Used Climax from Humbert operation and an old Shay.

Dronney, J. R., Lbr. Co.

Inc. 8-30-1900 and built a standard gauge railroad from Confluence to Unamis, 5 miles. This line sold to B. & O. RR in 1902 and was abandoned 1932 after coal mines closed. Also built logging RR on Whites Creek south of Unamis into Maryland which he sold to A. W. Cook & Co. 2-4-1906.

#4 0-4-0 second hand

58 4-6-0 Pittsburgh, ex Pitts. & Lake Erie²⁵⁸ Sold to United Lbr. Co. #58 at Humbert, Somerset Co.

Duncan Lbr. Co.

Organized 1908 by Duncan and Butterbaugh. Built 36" gauge in 1908 two miles west of Fort Hill up McClintock Run and Cove Run, about 7 miles. Torn up about 1912. Company reorganized as Cook and Duncan in 1912 using same saw mill but new railroad location.

Locomotives - See Cook and Duncan below:

Cook and Duncan Lbr. Co.

Organized 1912 as reorg. of Duncan Lbr. Co. and built a 36" gauge railway at mouth of McClintock Run up Cucumber Run 1 mile, switchbacked north to top of the mtn. and ran S.E. 3 or 4 miles and then dropped down S.W. to Cucumber Run. Torn up 1918. Both companies totalled about 16 miles of track.

0-4-0 unknown origin. Sc. 1916

1	Cl. A Climax	1907	798	18	tons	New	Sold to South Am. in 1915
2	" "	1906	"	"	"	"	ex Whites Creek Lbr. Co., Somerset Co., 1910. Wrecked
3	" "	"	1271	"	"	"	rebuilt suppositidly with new construction number by Climax. Sold to Berlin Coal Co., Salco, Somerset Co.

Enterprise Lbr. Co.

Purchased Markleton Lbr. Co. in 1906 and built new railroad from Markleton up Isers Run, 10-12 miles about 1906. 36" gauge. Torn up about 1917.

#196	Cl. A. Climax	1899	196	15-18	tons	ex Markleton Lbr., 1906.	Sold to H.J. Wilmoth,
2	" "	1907	830	28	"	New.	disposition unknown
3	" "	1912	1101	22	"	"	Somerset Co.

Jennings Bros. Lbr. Co.

Built in 1900 from B&O RR at Worth Jct. into Maryland on Castleman River. Inc. 1912 as Northern Maryland and Tidewater RR,

Keystone Coal & Manufacturing Co.

Inc. 10-22-1866 to hold land and build up to 7 miles of RR in Somerset Co.

Built prior to 1873 5 1/2 miles from south of Meyersdale at Keystone on B&O RR west toward Castleman River at Keystone Mine. Poor's Manual said RR built in 1877 and called it the Keystone Coal Co's RR. Abandoned 1894-95.

Locos: #1 0-4-0 Porter (listed in Porter Catalog of 1875)
2 2-6-0 Baldwin 6-1873 3298 New named "H. T. Weld" 36" drs.

Kyumenacker Lbr. Co.

Built at Buckstown, Somerset Co., 2 1/2 miles, n.g. using a gasoline loco in late 1920s-early 1930s. Torn up 1939. Company was previously at Portage, Cambria Co.

Laurel Hill Lbr. Co.

Inc. 4-3-1892. Built logging RR from Humbert up Laurel Hill Creek and Sandy Run, 36" gauge, in mid 1890s. 12-18 miles. Loco purchased 1898. Closed 1912.
#198 Cl. A. Climax 1898 c.n. 198 15 tons. New Scrapped.

Markleton Lbr. Co.

Built 1899 from Markleton up Town Line Run, 7-10 miles, 36" gauge. Track was probably torn up 1906 when the saw mill was sold to Enterprise Lbr. Co. along with loco.
#196 Cl. A. Climax 1898 c.n. 196 New Sold 1906 to Enterprise Lbr. Co.

Maust Bros. (Lbr. Co.)

Bought Piney Run RR of Geo. S. Young, Boynton up Piney Creek 6 miles, 36" gauge, in 1901. Torn up about 1912 but relaid in about 1920 for coal. Torn up again early 1930s.
Had one engine built by New Century Machine Works, Boynton which was scrapped. See Piney Run RR

McFarland & Bollinger Lbr. Co.

Not inc. Built at Huston up Ramcat Run narrow gauge to Sugarloaf Knob, 6 or 8 mile in 1901. Sold to East Brady Lbr. Co., 1904.

McNeal Lbr. Co., Michael E.

McNeal had a series of saw mills cutting mine props for the coal mines near Windber and using logging railroads. He first was at Beaverdale in Cambria County and then at Ore Hill, Blair/Bedford County before moving to McNealtown, five miles south of Central City, Somerset County in 1927. Built 36" gauge railroad south, using former Babcock Lbr. Co. RR (Ashtola and Allegheny Mtn. RR) roadbed on Brestwork Run to the New Baltimore area. Torn up in 1935/36. Was about 7 miles long.

#3	Cl. B. Climax	1920	30 tons	transferred from Ore Hill job.	Disposition unknown
4	"	"	1929	40 " New	Wrecked 1930 and scrapped
?	"	"		2nd hand from Welsh, W.Va.	Disposition unknown

McSpadden, James

Built about 1910 a logging RR 2 or 3 miles from McSpadden on the B&O RR 3 miles east of Rockwood up Stony Batter Run. Nothing else known.

Muncy Lbr. Co.

at St. Paul
Built 1915 from near Boynton/west 8 miles, 36" gauge, toward Mt. Davis. Torn up 1923/22.
#1 Cl. A Climax 18 tons unknown origin. Sold to Berlin Coal Co., Somerset
2 " " 22 " ex Enterprise Lbr. #3, Markleton, Co.
Somerset Co. Disposition unknown.

Piney Run RR

Not inc. Owned by Young and Brown Lbr. (also George Young).
Built 1880 6 miles 36" gauge from Boynton up Piney Creek. Sold in 1901 to Maust Bros.
#1 0-4-OT Porter 1880 c.n. 372 New. Disposition unknown

Pinkerton Lbr. Co. - H. C. Huston

Inc. 12-1-1879. In 1888 sold property to Henry C. Huston.
Built 1896 a logging RR from Pinkerton S.E. near Lost Run toward Mt. Davis, 6 or 8 miles near Big Spring. Numerous branches to make total of about 20 miles. 36" g. Torn up 1906.
#149 Cl. A Climax 1896 c.n. 149 new. Disposition unknown

Reams Coal Co., Joseph

Built a railroad on former roadbed of Somerset County RR from Draketown to B. & O. RR near Huston. Had an "A" class Climax. Ran several years in the 1920s.

ROY SMITHING COAL. 1.2 mi. at FRIDENS in mid 1920s. 16 TON CL. A. CLIMAX

Schofield Lbr. Co.

Formed 1917 by buying United Lbr. Co. which owned United Ry, Humbert to Bakersville and spurs into Laurel Mtn. Closed down probably in 1922. See United Ry.

Schwabenz, Allie

Built from one mile west of Huston up Drake Run in 1914, 5 miles 36" gauge. Lumber road.
Torn up prior 1918.

#1 Cl. B. Climax 20 tons ex Meadow Mtn. Lbr. Co., Maryland #3. Sold To Raleigh Callahand Coal Co.

Shade Creek RR

Inc. 3-22-1888 Foustwell Station, mouth of Shade Creek, up Shade Creek 12 miles.
Owned by Johnstown Lbr. Co., inc. 2-18-1886, and late Cambria Lbr. Co. and finally Somerset Logging & Boom Co.

Built maximum of 8 miles on Shade Creek, 36" gauge, from Seanor.
Abandoned 1897-98 but rails not removed. Sold about 1904 to Babcock Lbr. Co. and converted to Std. G. for use serving his Arrow and Ashtola saw mills. Abandoned about 1907.
Railroad corp. dissolved 1895-96 which may indicate abandonment date is a little earlier than believed.

#1 0-4-OT Porter 1890 c.n. 1158 New Disposition unknown

Slagle Lbr. Co.

Built about 1934 a narrow gauge several miles at Kantner north toward Hooversville. Used a gasoline locomotive. Torn up about 1937.

Somerset County RR
 Inc. 10-7-1884 Schwiebenz Station (Huston) north to Schwiebenz saw mill, 6 miles, 36" g.
 built 1885. Torn up about 1894. This was a logging RR.
 #1 2-6-0 Pittsburg 6-18-386 Ex Pittsburg Southern RR

United Railway Co.
 Inc. 2-25-1911 and built a std. g. railroad from Humbert up Laurel Hill Creek to Barrondale
 7 miles and extended to Bakersville, Jefferson Twp, 15-18 miles.
 Owned by United Lbr. Co. who built branches. Bankrupt and foreclosed 5-11-1917 to Schofield
 Lbr. Co. Abandoned about 1922 when saw mill closed.
 Probably used roadbed of Laurel Hill Lbr. Co. (narrow gauge) from Humbert to Sandy Run.
 Locos: Unknown #1-4 - probably didn't exist but why engines start at 5 is unknown.
 5 2 Tr. Heisler 1904 1078 37 tons ex Palmer & Seamans. Unknown disposition
 6 " " Shay 1909 2204 42 " ex not known for sure. "
 7 " " 1913 2743 " " new
 58 4-6-0 Pittsburg 1888 ~~519~~ ex P&LE #58, bought 1905 by A. W. Cook, Unamis,
 Somerset Co. and sold to United Ry 1912.
 2 2 Tr. Shay 1898 556 45 tons ex Saginaw Lbr. #556. Disposition unknown

United Lbr. Co.
 Built logging RRs off United Railway in Middle and Jefferson Twnps, 1912-1917. on all runs
 into Laurel Mtn. up to Shafer Run. Sold 1917 to Schofield Lbr. Co.
 United Ry. operated these branches.

Ursina and North Fork RR, RY
 Inc. 10-24-1871 Ursina to North Fork, 4 or 5 miles. Not built
 Reorg. 2-23-1882 as U&NF Ry. and built 1882 Ursina to Edna Mines, 4 miles about.
 Extended Edna Mines to Humbert or else Edna Mines renamed Humbert about 1890.
 Op. discontinued 1931. Abandoned 4-7-1936
 Resides the coal mine later served the lumber industry at Humbert until 1922 when
 Schofield Lbr. Co. closed. Served mine until op. discontinued.
 * 2 4-6-0 Pitts. 1889 1097 ex Pitts. West. #112, B. O. #186, Acq. 1907?

#1 4-4-0
 2 4-4-0 Pittsb. 1889 1058 ex McKeesport & Belle Vernon RR.
 86 4-6-0 Pittsb. 1887 935 ex Pitts. & Western RR #86 Sc. after 1920 fire.
 87 2-6-2 Brooks 1893 2285 ex Cincinnati, Lebanon & Northern RR #9. Sc. after 1920 fire; acq 1893
 88 2-6-0 Pittsb. 1906 39908 ex Genesee & Wyoming #8, acq. 1920. Sc. 1936
 WELLSBURG & JENNINGS RUN RR SEE APPENDIX 5.

Whites Creek Lbr. Co.
 Inc 6-8-1909 but had been operating several years earlier. Built about 1905 a log RR
 from Firestone Siding on P&O RR's Unamis branch about 3 or 4 miles to Cucumber Run. 36"
 g. Torn up 1914-15
 #1 Cl. A. Climax 1906 18 tons. New Sold to Duncan Lbr. Co., Fort Hill, probably
 Unknown what was used on RR after 1908.

Wilmoth Lbr., H. J.
 Built 1916, 36" gauge south from Roddy Siding, 1 mile west of Glencoe, up Laurel Run 6
 miles approx. Torn up early 1920s.
 #1 Cl. A. Climax 1899 c.n. 196 15-18 tons. Ex Enterprise Lbr. Co., Markleton.
 2 2 Tr. Shay 2nd hand. Disposition unknown

Young and Brown Lbr. Co. Refer to Piney Run RR.

Paper Railroads

Allegheny Coal Co.
 Inc. 5-25-1839 to hold 2000 acres in Southampton and Greenville Twp, Somerset Co. and to
 build a RR to Maryland in the direction of Cumberland

Montevus RR
 Act. 4-19-1854. RR inc. in Maryland. May extend in Pa. to Myers Mills, Somerset Co.
 and connect with Pittsburgh and Connellsville RR

Johnstown and Ashtola Tramroad and RR Co. Inc. 5-22-1859 See Cambria Co.

Pittsburg & Connellsville Mining and Manufacturing RR Co. Inc. 4-12-1866 See Allegheny Co.

Southern Tier RR Inc. 6-6-1881 See Franklin Co.

Pittsburgh & Atlantic RR Inc. 10-6-1881 See Fayette Co.

Youghiogheny River RR Inc. 12-9-1881 See Fayette Co.

Harrisburg and Western RR Inc. 1-25-1883 See Dauphin Co.

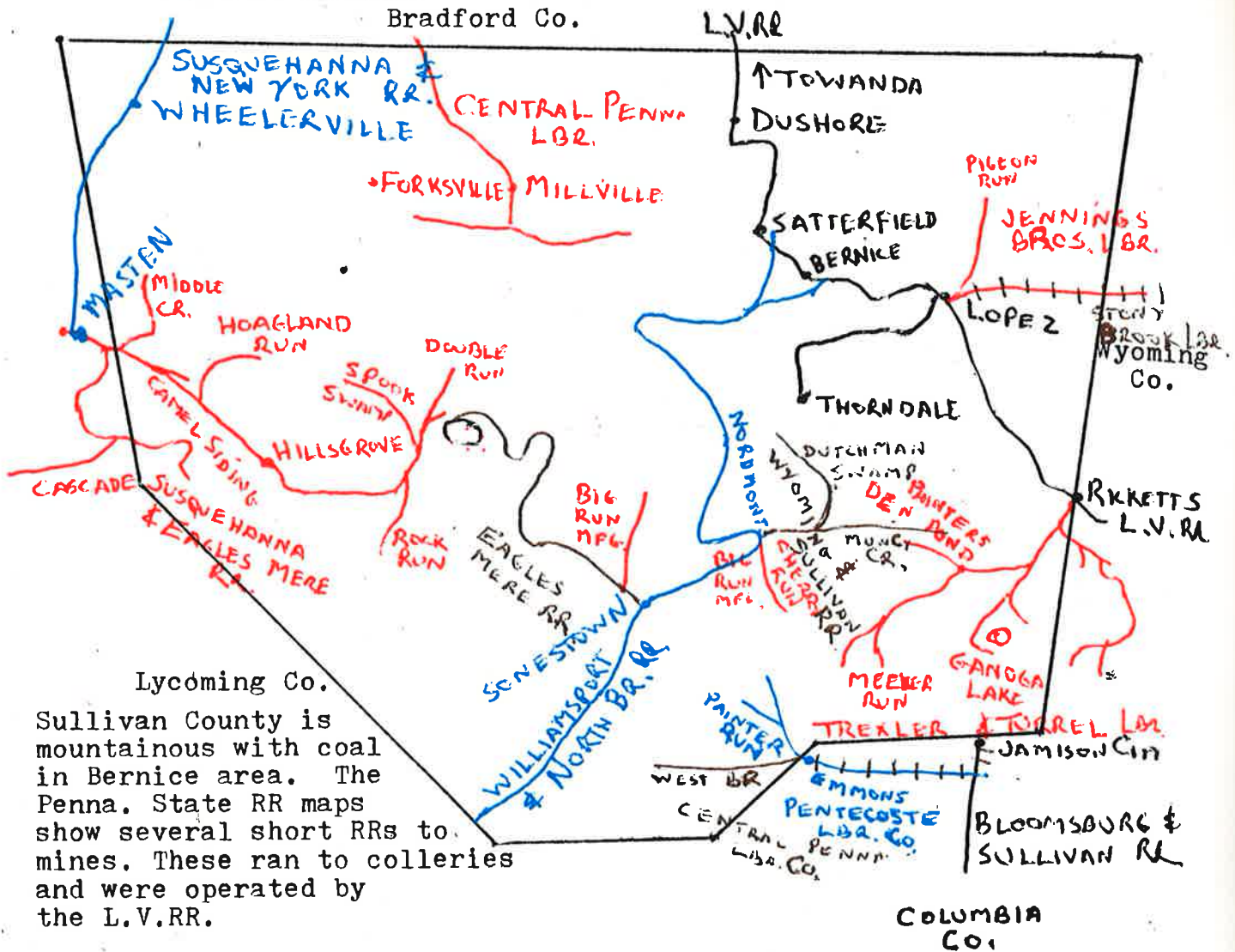
Confluence and State Line RR
 Inc. 4-20-1889 Confluence to Maryland at Youghiogheny River, 10 miles.

Bedford & Western RR Inc. 10-27-1902 See Bedford Co.

Confluence and Morgantown RR
 Inc. 3-23-1903 Confluence to Big Sandy Creek at state line, Fayette Co., 25 miles

Wellesburg RR
 Inc. 1-13-1920 P&O RR at Somerset Bedford Co. line along Clitz Run, 1 mile

Fulton, Bedford & Somerset RR Inc. 7-21-1904. See Bedford Co.



Lycoming Co.
 Sullivan County is mountainous with coal in Bernice area. The Penna. State RR maps show several short RRs to mines. These ran to colleries and were operated by the L.V.R.R.

No railroads in county since 1972 flood.

Paper Railroads

- Loyalsock RR Inc. 6-20-1839 See Lycoming Co.
- Central Coal Co. Inc. 4-10-1851 See Luzerne Co.
- Catawissa & Towanda RR Inc. 2-6-1852 See Bradford Co.
- Paros Coal, Mining and Lbr. Co. Inc. 4-8-1867 See Lycoming Co.
- Wyoming and Sullivan RR Inc. 3-10-1873 See Luzerne Co.
- Binghamton & Williamsport RR Inc. 10- -82 See Bradford Co.
- Binghamton & Southern RR Inc. 2-21-1903 See Bradford Co.
- Williamsport and State Line RR Inc. 11-6-1882 See Bradford Co.
- Williamsport and Northeastern RR Inc. 10-20-1886 See Bradford Co.
- Williamsport and Binghamton RR Inc. 12-22-1887 See Bradford Co.

Big Run Manufacturing Co.

Not inc. Built a logging railroad from Sonestown up Big Run 3 or 4 miles, std. gauge in 1914 and torn up about 1917-18. Railroad then relocated to Nordmont and built up Cherry Run 3 or 5 miles. Torn up about 1922. Company operated a stove mill. Company owned by Trexler and Turrells.

4	2 Tr.	Heisler	1900-01	1051	37 tons	ex Trexler & Turrell #4, Sullivan Co.	Wrecked 1920 about
5	3 Tr.	Shay	1902	694	65-70 "	ex Trexler & Turrell #5	Sold Sones Lbr. 1923
6	Cl. B	Climax			40-45 "	ex " #6	May never have been used.

Central Pennsylvania Lbr. Co

Took over the saw mill of C. W. Sones at Masten in Lycoming County but almost all logging done in Sullivan County. Acquired Sones's Susquehanna and Eagles Mere RR in 1917, Masten to Sonesville, 20 miles, 36" gauge. Abandoned Camel Siding to Hillsgrove to Sonesville in 1922, 15 miles at which time the tannery it served at Hillsgrove closed. Remainder to Masten converted to standard gauge. Built on Hoagland Branch and Cascade area 1922. Acquired locomotives of Susquehanna and Eagles Mere RR and CPL std. g. engines. CPL roster under Lycoming County. S&FMRR roster below. Abandoned 1930.

Eagles Mere RR

Inc. 9-17-1891

Built Sonestown to Eagles Mere 7-1-1892, 3' gauge, 8 miles to serve summer resort lake. Leased 3-1-1901 to Williamsport and North Branch RR but operated separately.

Extended around the lake in 1902, 2 miles.

Hauled logs, lumber and bark for Sones saw mill at Sonesville and tannery at Muncy Valley until 1908.

Reorg. with same name 7-11-1912. Bankrupt 12-22-1920. Reorg. 6-21-1922 as E.M.Ry. Pass. service discontinued at end of 1924 season. Track washed out Nov. 1926 and road torn up 1928

(additional history in Muncy Valley Lifeline by Taber.)

#1	4-4-0	Baldwin	1877	4082	ex Fond du Lac, Amboy & Peoria RR, acq. 1892. Sold to Tuscarora Valley RR, 1898-1901, Juniata County
----	-------	---------	------	------	--

2 unknown

3 2-8-0

4 Cl. B Dunkirk 7-1894 145 second hand. Disposed about 1894

5 " " " " 16 " Second hand. Sc. 1924?

6 2-6-0 Baldwin 1872 2881 ex Montrose RR #1, acq. 1903. Never used. Sc. c.1907.

7 " " " " 1873 3111 " #2, acq. 1903. Worn out, never used. Sc. c.1907

8 2 Tr. Climax 1903 New. Lettered Williamsport & North Branch RR #8. Sold 1928 to equipment dealer in Lebanon, PA.

Jennings Brothers R.R.

Not inc. but engines lettered as above. Owned by Jennings Bros. Lbr. Co.

Built 1890 Lopez, 36" gauge, unknown location.

Built 1891 Lopez, 44" gauge, east to Wyoming County. Rbt. to standard gauge and built to Dutch Mountain area in Wyoming Co. Total trackage exceeded 20 miles

Aband. 1905. Jennings then went to Maryland.

unknown become live Bought 1890, 36" g. May not have existed, horses being used.

1	2-6-0	Vulcan	1892	189	35 tons	New, 44" gauge. Rbt. to std. Rbt. to 0-6-0. Transfe
2	Cl. B	Climax	1893		30	New, 44" ". Disp. unknown. ered to Maryland

3 either #3 or #4 was an 0-4-0 saddle tank type.

4

5 2-6-0 second hand, bought 1900. Disp. unknown

6 " GRANT 1965 LEHIGH ex Lehigh Valley RR, acq. 1900. Transferred to Mary land.

Nordmont Chemical Co. See Wyoming & Sullivan RR

Pentecost Lbr. Co.

Inc. 1890 as a lumber company. Built a logging railroad from Central to saw mill at Emmons, Sullivan Co., 4 miles at mouth of Painter Run, std. gauge and up Painter Run, Cherry Run, and Bloody Run. Had about 15 miles of RR.

Saw mill closed about 1910.

Railroad from Emmons to Central also used by or purchased by Central Pennsylvania Lumber Co. and used until 1912 when torn up after C.P.L. closed their mill at Jamison City, Locomotives :Unknown. May have used a 4-4-0 and probably had geared engine.

Sones, C. W., Lbr. Co.

See Susquehanna and Eagles Mere RR; also, bought 5-31-1924 Wyoming and Sullivan RR, Nordmont up Muncy Creek 5 or 6 miles. Std. g.

Aband. 1930. Served saw mill at Nordmont.

#5	3 Tr.	Shay	1902	694	65-70 tons.	Ex Big Run Mfg. Co. #5, Nordmont. Sc. 1939? after long stored.
----	-------	------	------	-----	-------------	--

Stony Brook Lbr. Co.

Not inc. Built logging RR in 1911 at Lopez up Stony Brook into North Branch Twp, Wyoming Co. using roadbed of Jennings Bros. RR most of the way. 10 miles. Aband. 1916

1	2 Tr.	Shay	1911	2437	50 tons	New Sold 1916 to W.C. Wood Lbr. #2, Miss.
---	-------	------	------	------	---------	---

240. SULLIVAN COUNTY

Susquehanna & Eagles Mere RR

Inc. 12-27-1904 by C. W. Sones Lbr. Co., Eagles Mere to Hillsgrove and westerly, 20.6
 Built (as C.W. Sones Lbr. Co.) from Eagles Mere to Sonesville on Kettle Creek in 1902,
 36" gauge, several miles plus logging branches.
 Extended 1904 down Kettle Creek to Hillsgrove about 8 miles
 Extended Hillsgrove to Masten, 10 miles in 1908. Aband. into Eagles Mere about 1908.
 Acquired by Central Pennsylvania Lbr. Co. in 1917.
 Aband. 1922 from Sonesville to Camel Siding (5 miles from Masten) and remainder converted
 to std. gauge. Name discontinued in 1917 or 1922.
 Aband. 1930 Masten to Camel Siding and log branches on Hoagland Br. and Cascade.

1	Cl. A	Climax	1902	317	New	Disposition unknown	
2	Cl. B	"	1902-03	383	"	To C.P.L., Sheffield, & renumbered #22	
3	"	"	1903	453	"	in 1922	23
4	"	"	1905	596	"		24
5	"	"	1906	630	"		21
6	"	"	1908	852	"		25
7	"	"	1910	1015	"		20

Trexler & Furrell Lbr. Co.

Not inc. This company was at Ricketts, part of the town being in Sullivan and part in
 Wyoming Counties. The log railroad ran into other counties.
 Built: initially used L.V. tracks from 1891 until 1894. Built line from Ricketts to
 Ganoga Lake which was taken over by L.V., 1894 built. LV used it for the ice house.
 Built branches to Lake Jean area, Painter Den Pond, Ropez Pond, East Branch Fishing
 Creek. After 1900 built on Mehoppangy Creek and Opossum Br. and finally Lake Leigh.
 Aband. 1913. Std. gauge. Total trackage was about 30 miles.

1	unknown				second hadn.	Wrecked 1893	
2	Cl. B.	Climax	1893	25	tons New	Sold 1906 G.M. Dilley, Texas.	
3	"	"	1895-6	"	"	gone before 1910	
4	2 Tr.	Heisler	1901	1051	37	"	Big Run Mfg. #5, Sullivan Co., 1914
5	3 Tr.	Shay	1902	694	65-70	ex West Va. Spruce Co., acq. 1904.	Sold Big Run Mfg. Co. #5, 1914
6	Cl. B	Climax		40-45	New?	probably sold to Big Run Mfg. Co. #6., 1914	

Wyoming and Sullivan RR.

Inc. 5-2-1908 Nordmont to Ricketts Station on L.V. RR, 8 miles.
 Took over the RR owned by Sutton Peak Chemical Co. 1900-1904 and Nordmont Chemical Co.
 1904-1924. Built Nordmont up Cherry Run and Painter Run 8 or 9 miles. After 1908 re-
 located on upper end of Muncy Creek (which may be reason why the railroad was incorpor-
 ated.

Sold to Charles W. Sones in 1924, Nordmont up Muncy Creek 5 or 6 miles.

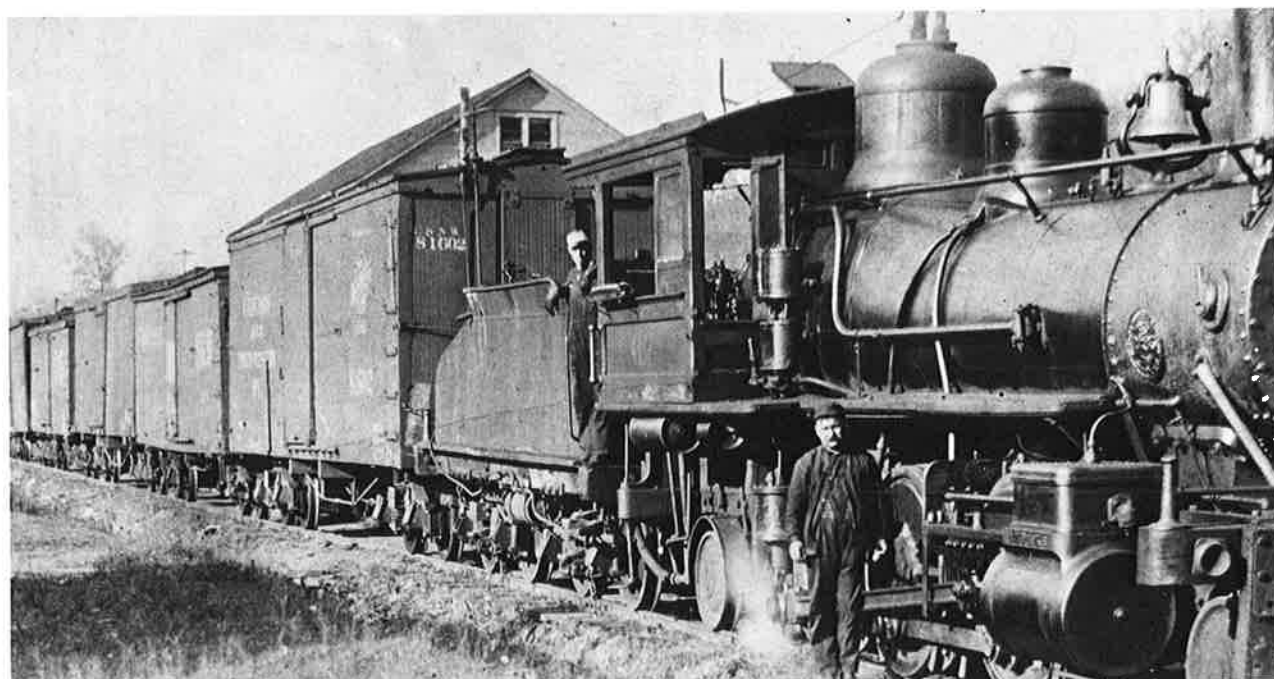
Locomotives:

10	2-6-OT	Baldwin	1876	3873	ex CNJ #723,	acq. 1909-10
	2 0-4-0	Altoona	1892	2243	ex Pa. #411,	acq. 6-1916. Class A-3

EMBLEMS - INSIGNIAS

Railroads may have been the first companies to adopt trade marks or as they also
 have been called emblems and insignias. The practice began in the 1880s, and
 they were used on passenger timetables. Most roads altered their design somewhat
 over the years. The Delaware and Hudson used the same one from the late 1880s un-
 til Amtrak took over the passenger service in the 1970s. The New York, Ontario and
 Western was another road which never changed its O&W emblem. Most of the emblems
 shown here are self explanatory. The B.R.&P. stands for Buffalo, Rochester and
 Pittsburgh. The Fall Brook Route was the N.Y.C. coming down Pine Creek to Williams-
 port. L.&W.V. is Lackawanna and Wyoming Valley

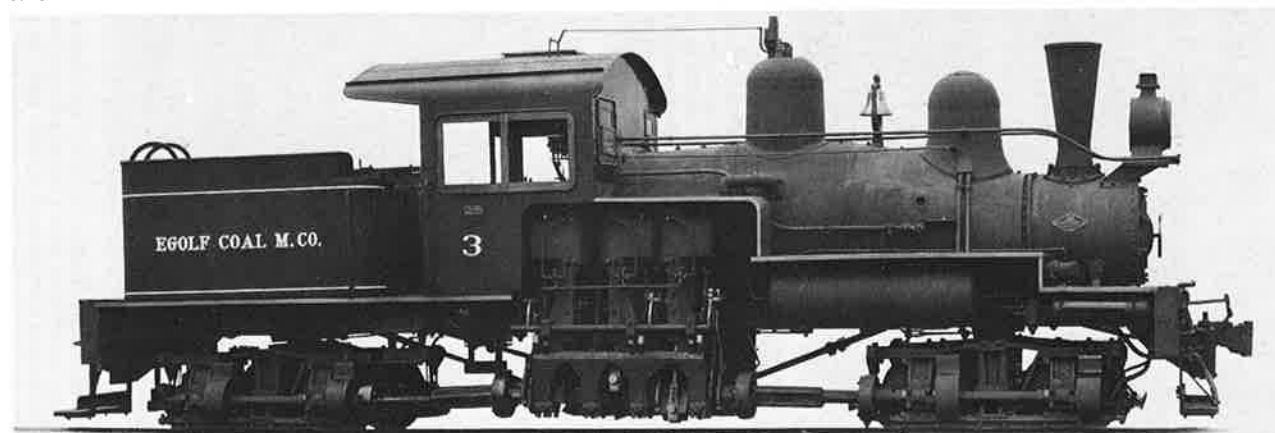




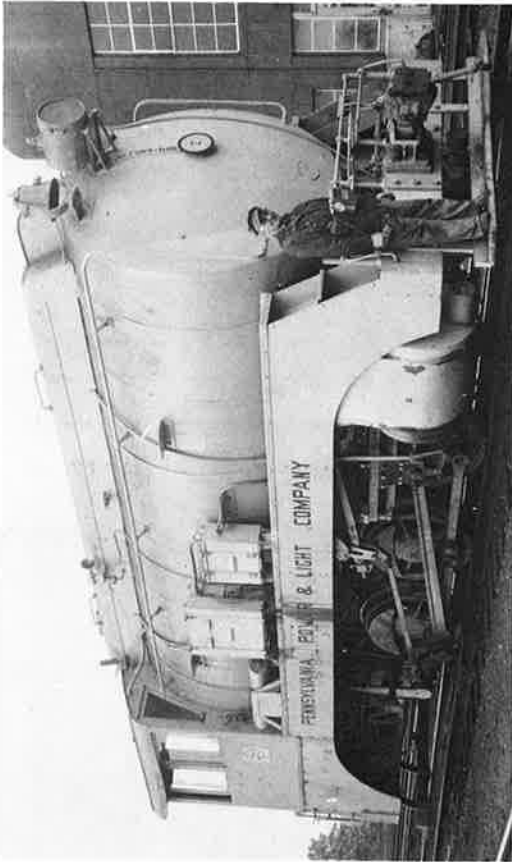
Ursina and North Fork RR #87 with five cars of lumber and coach on the rear end at Humbert.



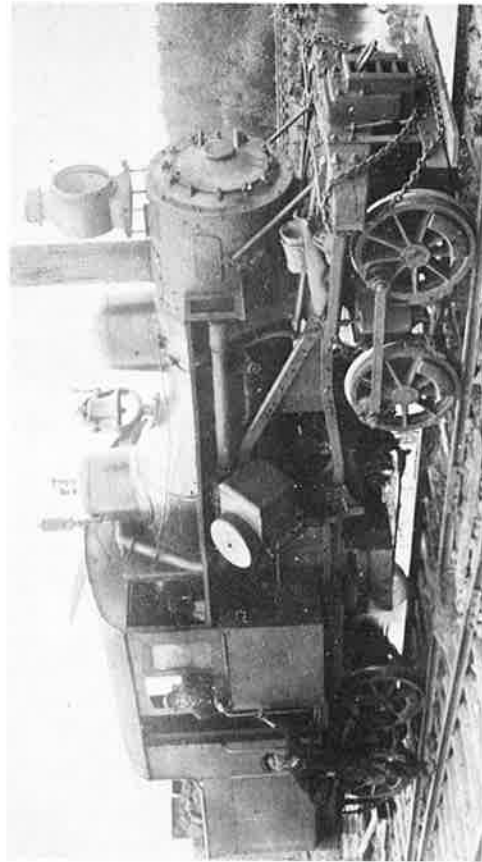
The Berlin Coal Company Climax locomotive at their Salco mine in Somerset County brought hopper cars out to the B. & O. RR at Berlin. Benj. F. G. Kline, Jr.



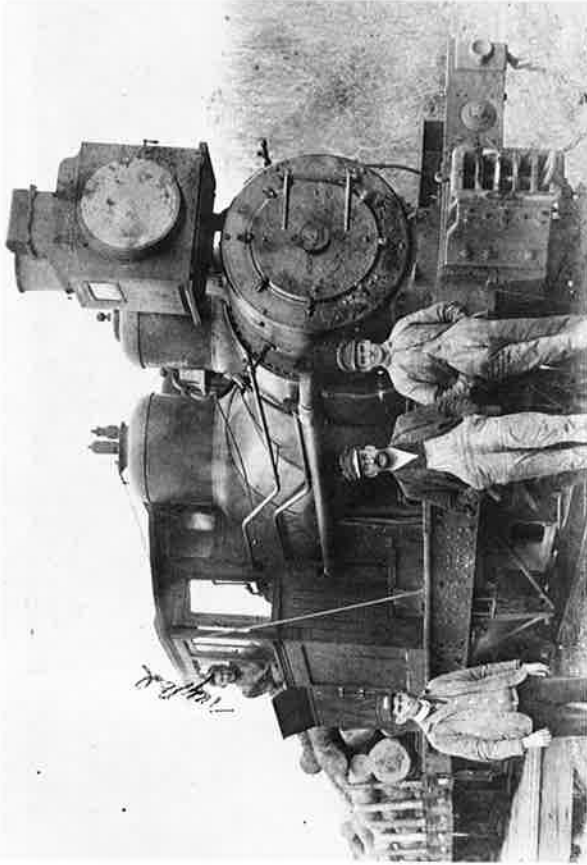
Egolf Coal Mining Co. Shay bought in 1920 was one of four Shays owned by Egolf. It worked at Cairnbrook.



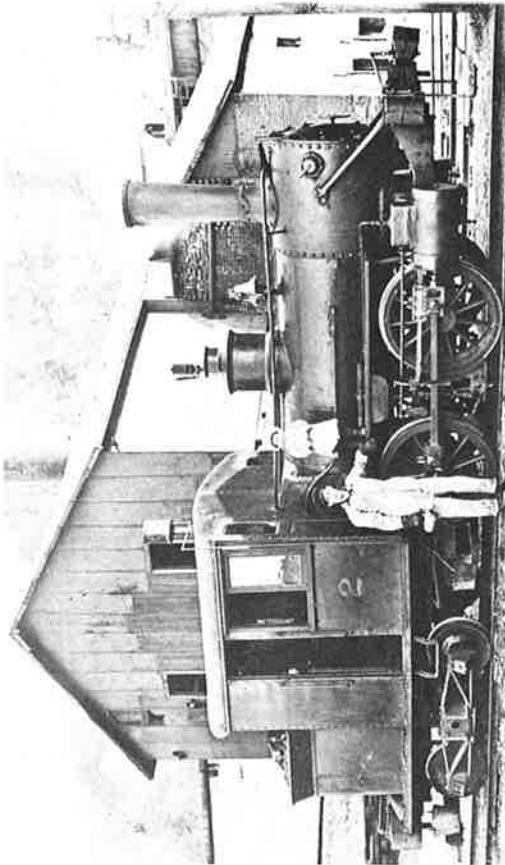
Pennsylvania Power and Light Company at its various generating plants used a variety of locomotives. This fireless engine, No. 2, painted bright yellow has worked for many years at the last facility having its own engines at Shamoken Dam in Snyder County. The locomotive is radio controlled. The operator has a control box hanging from his shoulders on his chest which he uses to control throttle, reverse lever, brakes, and bell. At the same time he does all the switchman brakeman functions of coupling and uncoupling cars and throwing switches as he moves cars from the yard to the coal dumper, unloads them, and returns them - a very efficient one man railroad. Photograph was taken in 1975.



Heisler locomotive No. 4 of the Trexler and Turrell Lbr. Co. at Ricketts. The Heisler was developed as an improvement over the Dunkirk locomotive. The Vee shaped cylinders were moved outside the cab where there was more room and the methods of gearing to the axles was changed. Both designs produced a very smooth riding locomotive.



Eagles Mere RR No. 4 with a load of logs being delivered to a clothes pin factory at Sonestown. Built by Dunkirk the locomotive has its cylinders in a Vee position like a Heisler but placed at the rear of the firebox. The Williamsport and North Branch RR had leased the E.M., and the locomotive has been relettered W. & N. B.



Today Harrison Valley in the north part of Potter County has a few houses and farms. There is nothing to indicate that at one time a major tannery was here and the hills were covered with hemlock trees. The former New York el No. 143 was used to move cars of bark, incoming loads of hides, and outgoing leather for the Elk Tanning Company's facility.

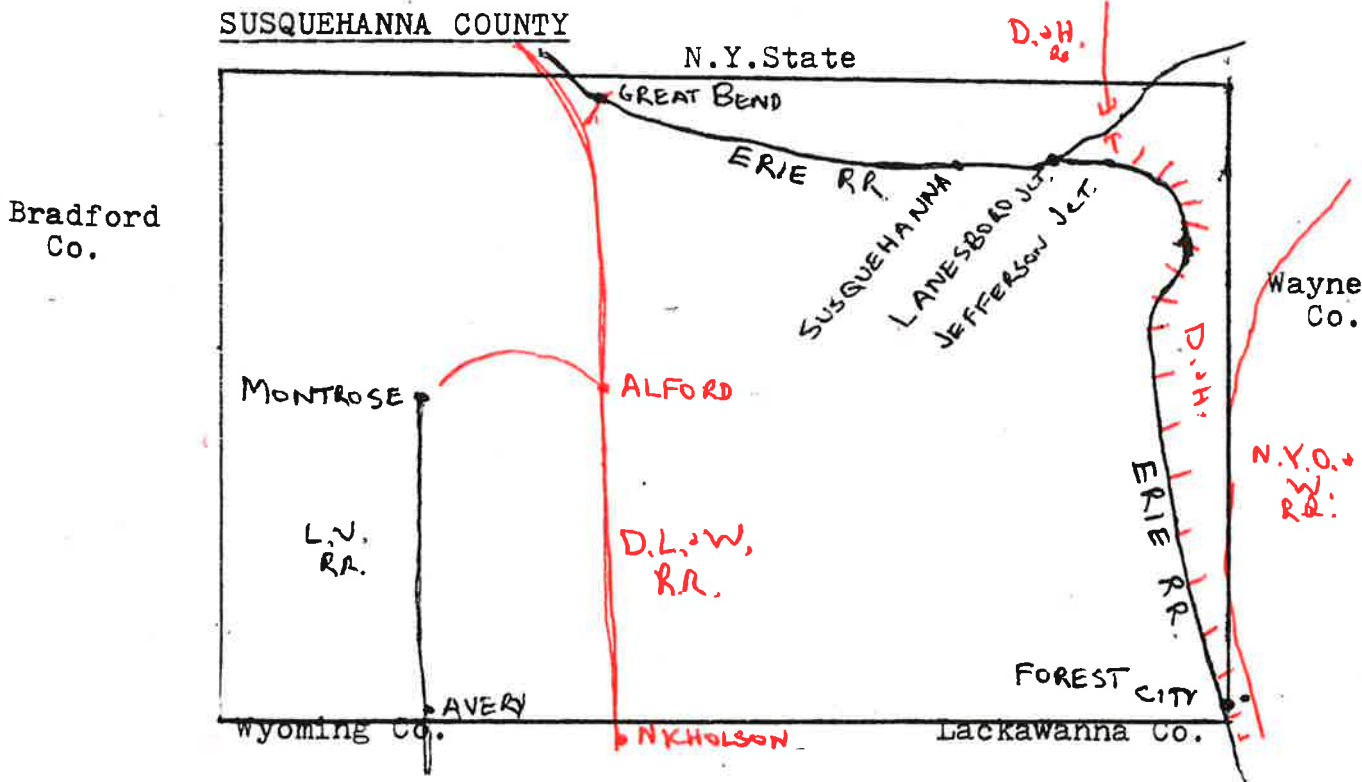
Susquehanna County is hilly/mountainous with some farming. L.V. Montrose Branch was the only railroad built in the county to serve local needs. All others were to ship anthracite coal to N.Y. State and the Erie main line to Great Lakes.

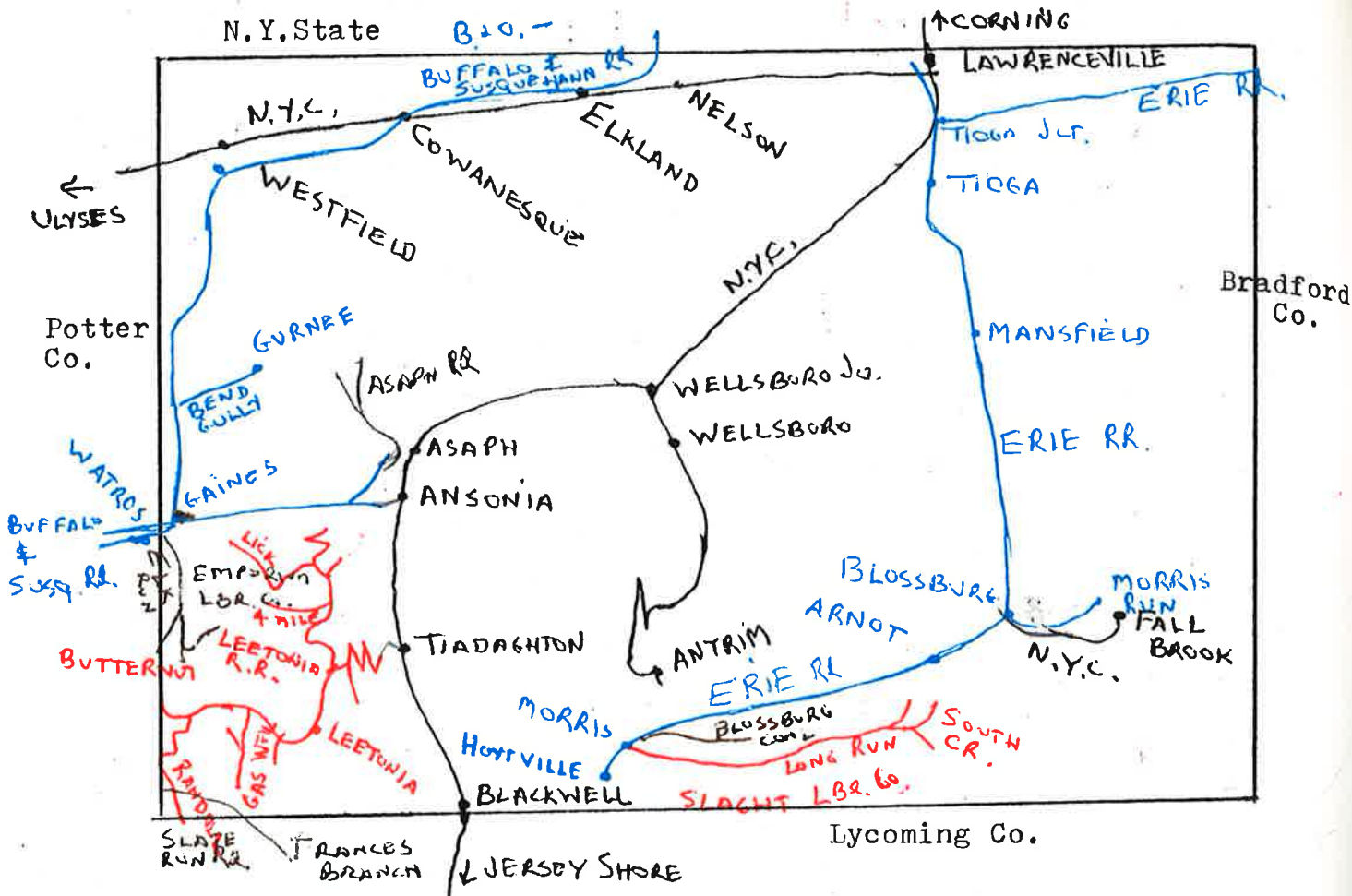
H.A. Bump

Poors Manual 1889=1890 says Bump had logging tram road in county with loco. Neither location nor type of loco. is known.

Paper Railroads

- Lackawanna & Susquehanna RR Inc. 3-11-1826 See Lackawanna Co.
- Ganton & Athens RR Inc. 3-24-1851 See Bradford Co.
- Lackawanna & Lanesboro RR Inc. 2-22-1856 See Lackawanna Co.
- Wyoming Valley & Ontario RR RR Inc. 3-18-1868 See Wyoming Co.
- Skinner's Eddy & Little Meadows RR Inc. 4-1-1868 See Wyoming Co.
- Wyafusing RR Inc. 12-29-1871 See Bradford Co.
- Binghamton & Williamsport RR Inc. 10- -1882 in N.Y. State See Bradford Co.
- Williamsport & State Line RR Inc. 11-6-1882 See Bradford Co.
- Williamsport & Binghamton RR Inc. 12-22-1887 See Bradford Co.
- Binghamton, Pennsylvania & Southern RR Inc. 5-29-1894 See Bradford Co.
- Binghamton & Southern RR Inc. 2-21-1903 See Bradford Co.
- Scranton & Binghamton RR Inc 2-21-1910 See Lackawanna Co.
- Montrose and State Line RR
Inc. 8-31-1910 Montrose to N.Y. State Line at Susquehanna River, 15 miles.





Asaph R.R.

Not Inc. owned by Campbell & Hazenbuch Lbr. Co.

Built from Asaph up Asaph Run on both branches in 1902, 10 miles, std. g.. Aband. 1908. Also built 1 1/2 miles to Ansonia so as to connect with Buffalo & Susquehanna RR. Served saw mill of C.&H. at Asaph. Was logging RR.

7	0-4-OT	Porter	1898	1558	ex. Penna. Joint Land & Lbr., acq. 1901.	Disposition ??
1	2 Tr.	Shay	pr. 1890		second hand	Sold to unknown company in Ia.
2	3 Tr.	Shay	1903	756	New	Sold Emporium Lbr. Co. #7, 1908

Blossburg Coal Co.

Inc. 4-18-1844 to hold 2000 acres in vicinity of Blossburg and construct a railroad from mines to the railroad running from Lawrenceville to Blossburg.

Built a narrow gauge RR in 1890 from Morris up Long Run, 6 or 7 miles. Torn up after 1900. Used to bring logs to a saw mill they had. The coal company also had mine engines, but no line haul railroad.

Campbell & Hazenbuch (Lbr. Co.) See Asaph RR

Leetonia RR

Inc. 3-3-1899 to take over Tiadaghton and Fahnestalk RR from Tiadaghton to top of mountain. Extended to Leetonia in 1899 to serve tannery and saw mill, 1903 to Bear Run, later south west to Slate Run almost; north along top on canyon above Colton Point and west over into Lick Run near Manhattan. Numerous branches. Torn up 1921 1/2 when saw mill closed. ACC. Av. 14 Aband. 8-31-1922, 6.7 miles.

1	2 Tr.	Shay	1891	356	35-40 tons	ex Tiadaghton & Fahnestalk #1, acq. 1899. Sold to C.P.L. #56
2	"	Heisler	1898	1021	30	ex Mt. Tamalpais & Muir Woods RR #3 probably, acq. 1899-1900. Sold to C.P.L. #58
3	3 Tr	Shay	1902	699	70	New Renumbered 201
4	"	"	1904	872	70	New " 202
201						ex #3. Became Central Penna. Lbr. Co. #72, 1921
202						ex #4 " #73 "
?	2 Tr.	Climax				ex CPL 60,61,62. Used briefly and then transferred to other C.P.L. operations.

This was a logging railroad owned initially by Union Tanning Co. and after formation of Central Pennsylvania Lumber Co. transferred to their ownership.

Blaght, C.C., Lbr. Co.
 Inc. 7-28-1920

Built a logging RR from saw mill at Morris partly on road bed of Blossburg Coal Co. on Long Run almost to Arnot in 1920 with several branches on tributary runs. Torn up 1934

1	2 Tr.	Shay	1906	1754	50 tons	ex C.P.L.	#63, acq. 1921.	Disposed by 1926
2	3 "	"	1902	732	60 "	"	#57, acq. about 1926.	Sold Rib Lake Lbr
3	3 "	"	"	699	70 "	"	Co., Wisc, about 1928 #72, acq. about 1928.	Scrapped about 1934

Tiadaghton & Fahnestalk RR

Inc. 2-29-1892 by C. B. Farr Lbr. Co. serving saw mill at Tiadaghton. Log RR. Built 1891 Tiadaghton to top of the mountain on the west side using four switchbacks, and then on Fahnestalk Run about 3 miles. About 6 miles total. Std. gauge. Shut down 1895, but track not removed. Sold to Union Tanning Co. in 1899 and reorg. as Leontonia RR. 1 2 Tr. Shay 1891 356 35-40 tons New. May have carried the number 356 instead of 1 Sold to Leontonia RR #1, 1899.

Paper Railroads

Tioga RR & Coal Co.

Inc. 4-12-1878 Veterans Camp coal mines to New York state line near Lawrenceville at canal. Organized by Aaron Bloss and John H. Knapp of Tioga Co. and Robt. E. Griffith of Phila.

Willardville & Jersey Shore RR

Inc. 3-31-1836 Willardville, Tioga County, on Tioga RR to Crooked Creek to Big Marsh, Wellboro, 3rd Fork Pine Creek to Pine Creek to Wilson's Creek and then by way of it or Second Fork of Pine Creek, the Main Creek or any other route to canal at Jersey Shore. Suppl. 3-26-1838 may extend to Warren in Warren Co.

Tioga and Seely Creek RR

Inc. 3-17-1838 Willardville, Tioga Co. to N.Y. state line to connect with a RR running to Elmira and to connect with Tioga Navigation Co's RR.

Lawrenceville & Oswayo RR

Inc. 5-1-1852 See McKean Co.

Jersey Shore, Pine Creek & State Line RR

Inc. 4-11-1853 See Lyscoming Co.

State Line RR

Inc. 4-14-1853 from Tioga RR between Lawrenceville and Mansfield to the Elmira and Southport plank road.

Wellboro and State Line RR

Inc. 5-8-1871 Wellboro northwest thru Potter Co. to N.Y. state.

Geneva, Hornellsville & Pine Creek RR

Inc. 11-17-1875 as consolidation of Geneva and State Line RR (inc. in Pa.), 3 1/4 miles and Geneva and Hornellsville RR (NY) and Rochester-Hornellsville and Pine Creek RR (NY)

Genes and State Line RR

Inc. 9-4-1875 West Branch in Potter Co. thru Tioga County to New York State in Harrison Twp. 35 miles

Pine Creek & Tioga Valley RR

Inc. 7-13-1882 See Potter Co.

Coudersport, Galeton and Ansonia RR

Inc. 2-12-1890 See Potter Co.

Knoxville, Troupsburg and Jasper RR

Inc. 9-24-1897 Knoxville n.w. up Troups Creek to N.Y. state line, 5 miles

Galeton and Leontonia RR

Inc. 10-31-1897 See Potter Co.

Canton and Wellboro RR

Inc. 7-19-1900 See Bradford Co.

Tioga and Clinton RR

Inc. 3-29-1906 See Clinton Co.

Pennsylvania and Southwestern Ry.

Inc. 7-22-1912 See Bradford Co.

Knoxville and Troupsburg RR

Inc. 4-28-1913 Knoxville to Austinburg to N.Y. line, 4 1/2 miles.

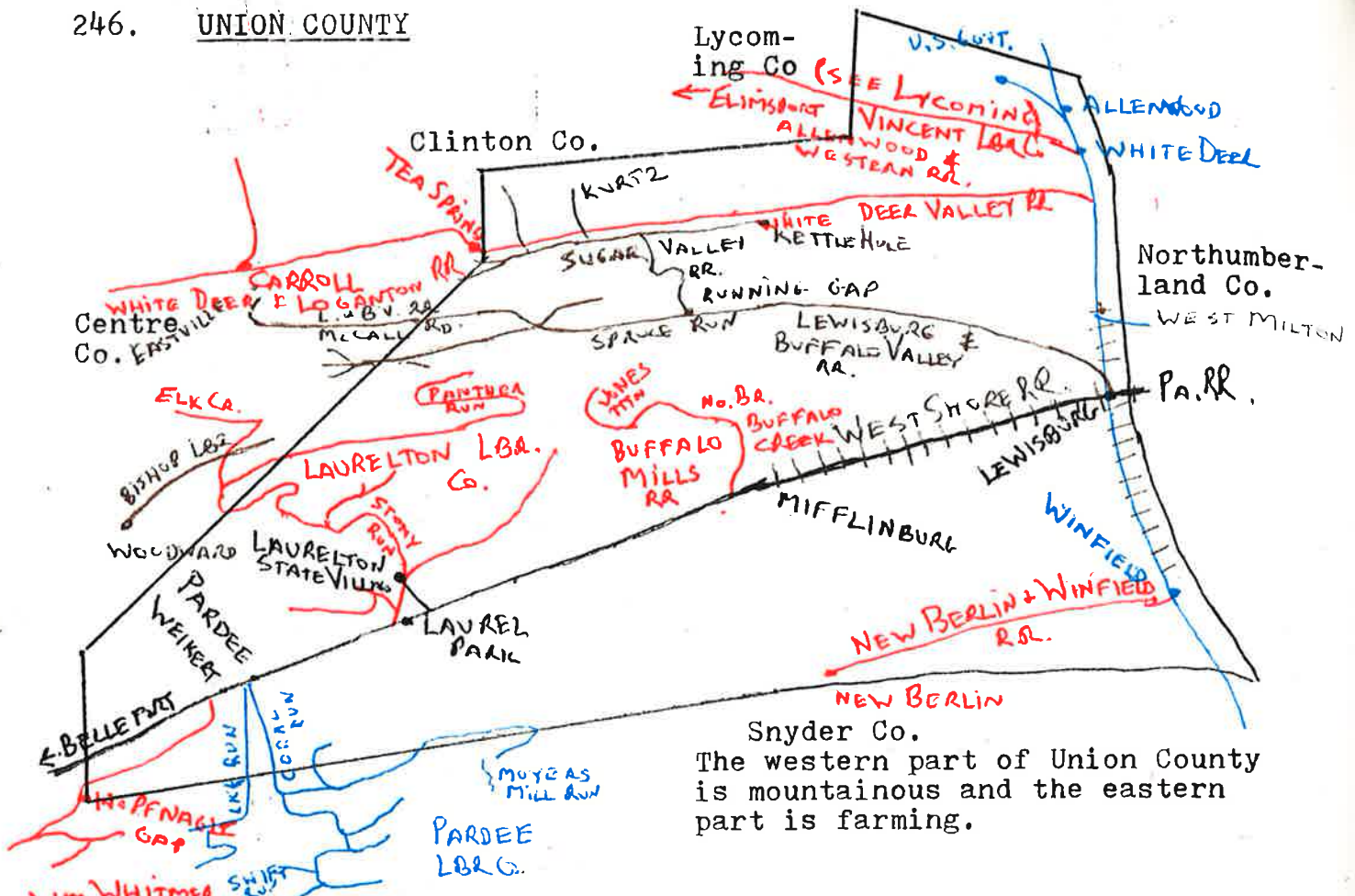
Geneva and State Line Ry.

Inc. supposedly in Pa. but no record at Harrisburg and name is not that of a Pa. company.

3 1/4 miles
 Merged 11-17-1875 with two New York State RRs to form Geneva, Hornellsville and Pine Creek RR
 Not built.

Morris Run Coal Co.

Inc. 6-20-1839 to hold 2000 acres in Covington Twp and built up to 7 miles railroad to Tioga Nav. RR. The route later built by Tioga RR (Erie system). On 1-28-1876 Fall Brook Coal Co. bought 3 engines from Morris Run Coal Co. #15, 16, 17. Lawrence Haskin, and Nearing. Builder and wheel arrangement unknown.



Snyder Co.
The western part of Union County is mountainous and the eastern part is farming.

Buffalo Mills RR

Not inc. Logging RR owned by Ryan Thompson & Co.

Built 1883 from Mifflinburg northwest up North Branch Buffalo Creek and around the west end of Junes Mtn. on Ice Spring. 12 miles maximum total. Std. gauge hauling mine props mostly.

Aband. 1888

#1 0-4-2 Porter 1883 C.N. 582 bought new. Disposition unknown

Laurelton & Pine Creek RR (Laurelton Lbr. Co.)

Not inc. Logging RR built 1893, 42" gauge.

Built from Laurel Park on pa. RR up Laurel Run, Sheesley Gap, Stone Run, Buffalo Creek, Whetstone Gap, Stober Gap, Pine Creek flats, Panther Run in Union and Centre Counties, about 38 miles. Laurelton Lbr. Co. inc. 12-30-1896 but operated earlier.

Torn up 1908.

-	C1. A	Climax	1893	14	tons	New	Sold to Kulp Lbr. Co. #2, 1896, Milroy, Mifflin Co.
1	"	B	"	110	25	"	ex A. Pardee #110, acq. 1896?, Union Co. Sold 1906 to White Deer Lbr. Co. (White Deer & Loganton RR) #2, Union Co.
2	"	"	1896	155	"	"	New Sold Whitmer Steele Lbr. Co., #2, 1909, Morrisdale, Clearfield Co.
3	"	"	1899	201	30	"	New Sold ditto, #3, 1909
4	"	"	1899?	"	"	"	New Sold White Deer Lbr. Co. (White Deer & Loganton RR) #4, 1908. Union County.

Lewisburg & Buffalo Valley RR

Inc. 5-10-1897 by M. H. Kulp & Co. (lumber) Lewisburg to Kulp's Station, Lewis Twp, Union Co.

Built 1897 36" gauge from Lewisburg northwest to Spruce Run and up it with logging branches on Half Way Run, Black Gap, 2nd Gap to the top of the hill overlooking Eastville, to Livonia, Zimmerman Run, Kurtz Gap.

Operated the Sugar Valley RR Both RRs had total of 60 miles of RR.

Aband. 1906 when timber exhausted. Moved to Oldtown, Maryland.

160(1)	C1. B	Climax	1897	160	25	tons	New	Sold prior 1906
2	"	"	"	166	"	"	"	Transferred to Kulp operation in Maryland, 1906
3	"	"	"	154	"	"	"	Transferred from Kulp Lbr. Co., Milroy, Mifflin Co. Transferred to Maryland, 1906
4	2 Tr.	Shay						Second hand, bought 1897-99. Sold, purchaser unknown or left in woods and boiler scrapped about 1930.
5	C1. A	Climax	1893	15	tons			Transferred from Kulp Lbr. Co. #2, Milroy, Mifflin Co. Sold, possibly to Wm. P. Zartman Lbr.
6	0-6-0	Porter?						Second hand, bought 1897-99. Scrapped
7	C1. B	Climax	1899	194	30	tons	New	Transferred to Maryland, 1906
8	"	"	1902	279	"	"	New	"

New Berlin & Winfield RR

Inc. 9-27-1904 Winfield to New Berlin, 8 miles, 36" gauge to serve farming area and give New Berlin direct rail connections.

Opened 6-14-1905. Receiver'ship 10-2-1912. Operation discontinued 9-19-1916 and track taken up

1 4-4-0 Brooks 629. 1281 Ex WNY&P #206, acq. 1905
 2 2-6-0 Baldwin 28868 1906 New. Sold to Argent Lbr. Co. #2, Hardeeville, S.C. in 1917 and ultimately preserved (but extensively rebuilt)
 3 2-6-0 Brooks 442 8-80 ex Bradford, Bordell & Kinzua #3, acq. late 1907.
 Pardee Lbr. Co.

Not inc. as a logging railroad. Owned by Arlo Pardee to supply mine props for his coal lines and also logs to his saw mill at Pardee.

Built from Pardee on Penna. RR south as a horse tram and converted in 1888 to steam RR, 42" gauge up Lick Run, Lick Gap, and Little Mtn, Buck Mtn, and Knob Ridge. Then built up Coral Run from Pardee to Henstep Valley, Hunter Road, Moyers Mill Run, Bull Hollow, Swift Run. Numerous short branches. Located basically in the eastern end of Poe Paddy state park. Torn up 1904.

Initially had a steam traction engine adapted for railroad track but not successful. Too rigid.
 #59 Cl. A Climax 1889 CN 59 12 tons New Wrecked 1892
 71 " " 1890 71 " " " Wrecked
 76 " " 1891 76 13 " " "
 91 " " 1891 91 17 " " "
 110 Cl. B " 1893 110 25 " " Sold Laurelton & Panas Creek RR (see above)
 121 " " 1894-5 121 " " " " Hosterman Lbr. Co. #1, 1903, Va.

Ryan Thompson Lbr. Co. See Buffalo Mills RR

Sugar Valley RR

Inc. 10-19-1900 Jamison's Mill to Tea Springs, Union-Centre-Clinton Cos, 10 miles. Built from Running Gap on Spruce Run to White Deer Creek and then east and west to Tea Spring area and Sand Spring Run and Kettle Hole.

Aband. 1904-5. Was owned by Kulp Lbr. Co. who owned Lewsiburg & Buffalo Valley RR and was operated by the L.&B.V. RR.

West Shore RR

Inc. Oct. 1913 and took over on Feb. 1914 former Penna RR line from Montandon thru Lewisburg to Mifflinburg, 10 miles to serve fertilizer/feed mills primarily.

Loco: See Addenda #5

ACQUIRED CONRAIL (RDS) WEST MILTON TO WINFIELD 1937. AB. MONTANDON. LEWISBURG 1948.

White Deer Valley RR

Inc. 12-11-1900 White Deer to Duncan's Station (Tea Springs), Union Co., 16 miles. Owned by John Duncan as his logging RR.

Built 1901 36" gauge to Tea Springs, Lick Run, Mile Run.

Sold to White Deer Lbr. Co. and reorg. 4-17-1906 as White Deer & Loganton RR. Locomotives- See White Deer & Loganton RR.

White Deer & Loganton RR

Inc. 4-17-1906 to take over White Deer Valley RR when White Deer Lbr. Co. bought the line from the estate of John Duncan. 16 miles, 36" gauge, White Deer to Tea Springs.

Built Tea Springs to Loganton, Clinton Co., 8 miles in 1906 and vrnch from Carroll over mountain almost to Rauchtown.

Operated a passenger train.

Passenger service discontinued May 31, 1916 and RR closed soon after. Torn up 1916.

Locomotives: First engine had vertical boiler and was called "The Pot". No number originally transferred in 1900 from John Duncan's operation

-	Cl. A. Climax	1889	12 tons			in Centre Co. Eventually renumbered 5.
309	Cl. B	"	1902 309 30	"	New.	Sold 1906 to John Heald, Lynchburg, Va.
2	"	"	1893 110 25	"	ex Laurelton Lbr. Co. #1, acq. 1906.	Sold 1918 to L. A. Green, Pittsburg, \$1800.
3	"	"	1896	25	"	ex Linden Hall Lbr. Co. #2, acq. 1904. Sold 1916 to South River Lbr. Co., Cornwall, Va. #1
4	"	"	190?	30	"	ex Laurelton Lbr. Co. #4, acq. 1908. Sold to Whitmer Steel Lbr. Co. #4, Morrisdale, Clearfield Co. 1912
5						ex unnumbered 1889 engine, "The Pot" Sold 1914 to Watsonstown Brick Co.

Whitmer, Wm. & Son

Built 1889 from Weikert, Union Co. up Weikert Run, Little Weikert Run up on Strong Mtn, Little Treaster Mtn, Treaster Run, and Thick Mtn, Centre Co. 42" gauge logging RR.

Torn up 1899. Had about 26 miles of track.

Locomotives: Rented one or two from Pardee Lbr. Co.

Paper Railroads

Lewisburg, Penns Valley & Hollidaysburg RR Inc. 4-1-1836 See Blair Co.

Mifflinburg & Cattawissa Furnace RR Inc. 4-4-1837 See Columbia Co.

Berlin RR

Inc. 3-3 1868 Northumberland to Winfield to New Berlin.

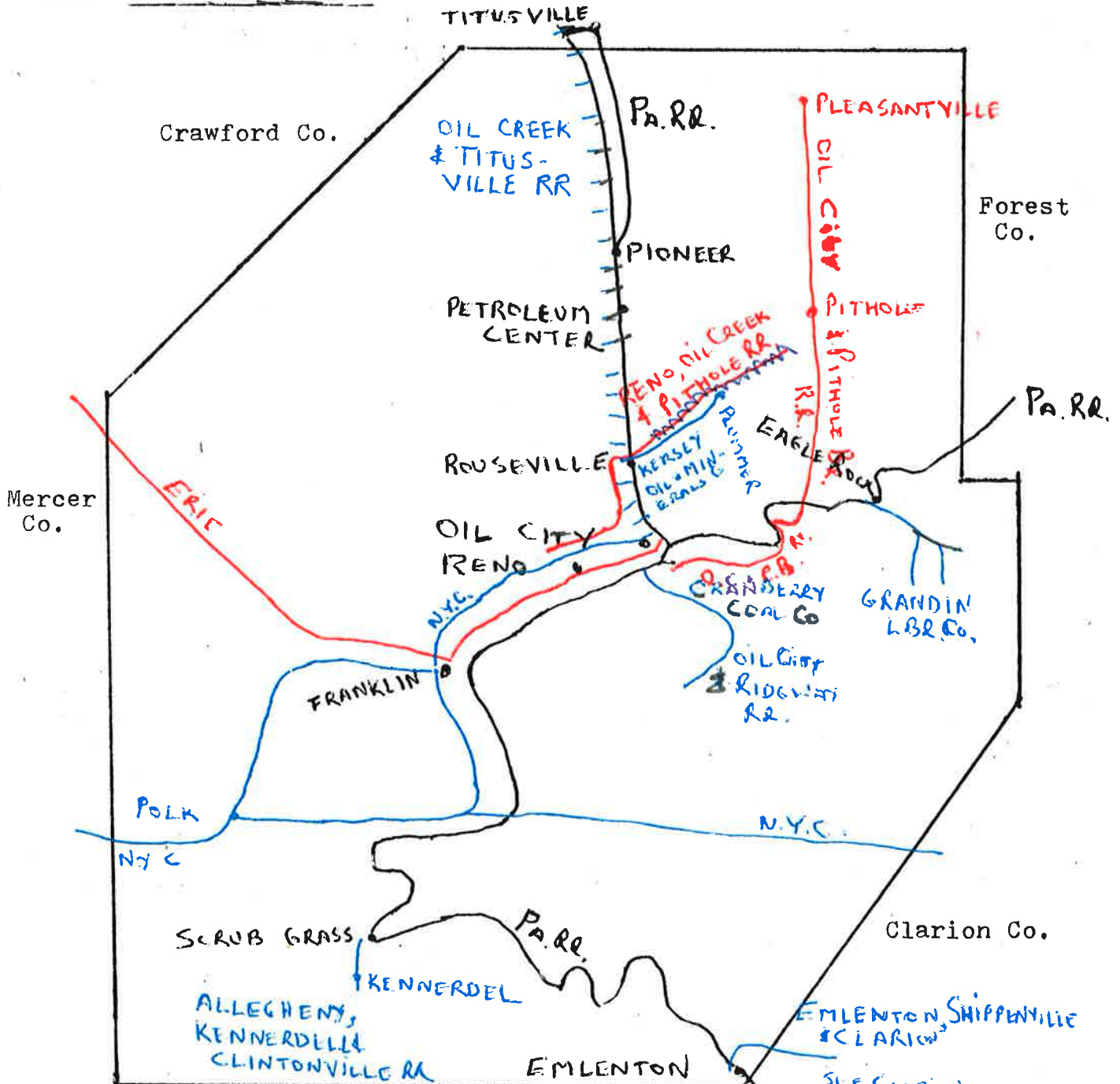
Susquehanna, Pittsburg & Western RR Inc. 7-25-1881 See Allegheny Co.

Susquehanna & Allegheny RR Inc. 2-27-1883 See Jefferson Co.

New York & Bloomsburg & Western RR Inc. 3-22-1886 See Carbon Co.

Bellefonte & Eastern RR Inc. 10-18-1886 See Centre Co.

Northern Central Connecting Ry. Inc. 3-17-1913 See Snyder Co.



Armstrong Co. Venango County is hilly with very little farming. The area around Oil City and north was the scene of the early oil boom/bust.

Westinghouse Inter-Works RR cont. from page 266

Shops were at Turtle Creek, Allegheny Cty. Aside from Pa. RR trackage rights to Trafford had its own line East Pittsburg to Turtle Creek to Larimer where Westinghouse had a foundry. Total length of main line 3 or 4 miles. Connected with Union RR at E. Pitts.

1	0-4-0	Bald	1898	16267	#1 diesel	Vulcan	1942	4363
2	2-6-0	"	1902	20373	2	"	Plymouth	in use 1975
3	0-4-0T	Porter	03	2670	76	"	EMD	ex LV acq. 1976?
4	0-6-0	Bald.	1912	38963	7	"	Westinghouse	Sc. 1951
5	"	"	1916	43248	Several diesels built by Bald-West were used until a buyer could be found or else scrapped:			
6	2-6-0	"	1924	57779	300 hp 60676 1928			
7	0-6-0	"	1920	53571	800 " 61261 1930			
0	4-0T	Cook	1918	59395	400 " 61262-3 1930			
					#13	diesel	Bald-w.	1-1934 61757. Sold
								12-1934 to Chic. Gt. West. #2
					16	diesel	West.	2-1935 c.n. 58. Sold 4-1936 to C.G.W. #3
					17	"	"	" 59 " #4

Allegheny, Kennerdell & Clintonville RR
 Inc. 6-9-1877 Scrubgrass Sta. on Allegheny Valley RR to near Clintonville, 5 miles.
 Built - from A.V.R.R., over the Allegheny River and up Scrubgrass Creek to Kennerdel, 2 1/2 mi,
 1877. Std. G. Not known why built. Abandoned 1878.
 National Loco. Works delivered a 22 ton locomotive in Jan. 1878. Disposition unknown.

Clarion Land & Improvement Company
 Inc. 8-10-1864 to hold land in various counties and build a RR up to 20 miles.
 Built from mouth of Pithole Creek up creek to Pithole, 6 miles
 Suppl. 5-13-1871 This company's Oil City and Pit-Hole Branch RR between Oleopolis and Pit-
 Hole City sold at sheriff sale in late 1870/early 1871 to John A. Dale and others and
 renamed Pithole Valley RR. See Pithole Valley RR and Oil City & Pithole Branch RR

Cranberry Coal Co. (Cranberry RR)
 Suppl. 4-23-1864. May construct a RR from coal mines in Cranberry Twp to Oil City.
 Suppl. April or May 1873. It need not carry public freight.
 Built 3 or 4 miles on Sage Run. Built as tramways 1867 and converted to RR in 1869. Name
 changed to Oil City and Ridgway RR 1-25-1877 and extended about 2 miles. See OC&R.
 Locos: unknown.

Grandin Lbr. Co.
 Built 1904 log RR at Eagle Rock on Hemlock Creek several miles, Reese Run, Porcupine Cr.
 Torn up 1908
 #1 0-4-2 Porter 1904 CN 3011 New Transferred to Grandin Lbr Co. in N.Carolina.

Kersey Oil and Mineral's Co. RR (Kersey RR)
 Inc. 5-1-1861 as an oil company
 Supplement 3-31-1864 may construct a RR from their works to a railroad, not over 30 miles.
 Leased 2-27-1866 to Farmers RR. Track not yet completed. Rouseville to Plummer, 3 miles
 on Cherry Run. (Farmers RR became part of Pa. RR). No locos. Aband. about 1878.

Oil City and Pit-Hole Branch RR
 Inc. 6-10-1864 as Clarion Land and Improvement Co. who subsequently built the RR and
 called it the O.C. & P.B.RR (not an inc. name).
 Foreclosed 10-28-1870
 Reorg. 5-13-1871 as Pithole Valley RR
 Built - from mouth of Pithole Creek to Pithole, 6 miles in 1864-65; and from mouth of
 creek, across the Allegheny River, and to Oil City. Opened March 10, 1866. Std. G.
 Track to Oil City contested by Warren & Franklin RR (Pa.RR later). Court on 5-25-1866
 said OC&PB had to shut down from mouth of Pithole Creek to Oil City. Track removed 1866.
 Extended Pithole to Pleasantville about 1866, but aband. soon after - about 1868. 5 miles.
 Locos: Had 2 in 1871 prior to reorganization.
 #1 4-4-0 Baldwin 1865 CN 1408 20 1/2 tons "Pithole" Bought new. Became Pithole Valley #1
 #2 2-6-0T 1869 LETTERED "PENNSYLVANIA PETROLEUM CO."
Oil City and Ridgway RR
 Inc. 1-25-1877, Oil City to Cranberry, 6 miles of existing RR of Cranberry Coal Co. on Sage
 Run and may be extended to Ridgway, 90 miles.
 Sold May 1881 to Buffalo, Pittsburgh & Western RR but operated separately. RP&WRR sold it
 about 1883 to Northwestern Coal & Iron Co.
 Venango County history says shut down in 1883. Poors Manual listed it until 1899-1900, but
 showed no sign of operation after 1883. Corp. dissolved 1898-99
 Locomotives: Listed in Poors as having one, evidently second hand.

Oil Creek & Titusville RR
 Inc. and took over from Conrail former Penna. RR line from Titusville to Oil
 City, 17 miles. Frt. op. commenced 9-25-1986 and tourist passenger trains in July 1986.
 IF 75 ALSO 52 1000 #74573 1947 of N.Y. - LAKE GIE #75
 O.A.B. SOUTH BUFFALO 75.

Pennsylvania Petroleum Ry
 Inc. 9-13-1871 Erie to Tidioute, 67 miles. It was to use the rails of the Pithole
 Valley RR which was owned by the same people.
 Probably no track laid. Poors Manual does not include it until it is listed in
 the 1882 abandonment list. OWNED BY PA. PETROLEUM CO. ? SEE BELOW

Pithole Valley RR
 Inc 5-13-1871 from foreclosure sale of Clarion Land & Improvement Co's Oil City
 and Pithole Branch RR - mouth of Pithole Creek to Pithole, 6 miles.
 Op. disc. 1874 and torn up 1875&1876. RR had come under control of the Erie RR's
 Atlantic & Great Western, and had been planned to be replaced by Penna. Petrol-
 eum RR. HAD 3 LOCOS LATE 1871
 #1 4-4-0 Baldwin 1865 1408 20 1/2 tons "Pithole" ex O.C.&P.B.RR. Sold Shenango & All-
 egheny #6
 #2 2-6-0T ? 1869 " " " "
 #3 4-4-0 Baldwin 1871 2372 22 1/2 " "John A. Dale" New. Sold Shenango & Allegh.#5
 * - may be typo error for #2. N

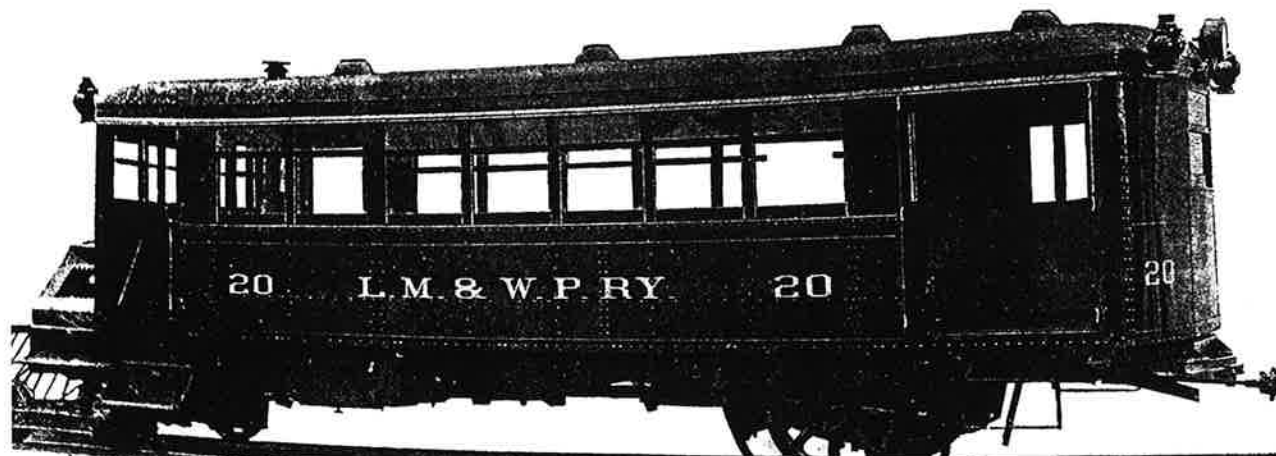
Reno, Oil City & Pithole RR
 No record of inc. Built: Reno to northwest corner of Oil City and then north to
 Rouseville and up Cherry Run to Plumer. Track was extended further to within 2
 miles of Pithole, but never operated. Std. g. Opened to Rouseville 1-31-1866
 and to Plummer in the spring. Had 1 or 2 locos, evidently second hand.
 Sold early in 1868 to Oil Creek & Allegheny River RR who immediately tore it up
 and used the rails to complete their own railroad. 11 mi 2 miles.

PENNSYLVANIA PETROLEUM CO.
 #2 2-6-0T GRANT 1869 PROBABLY Oil City PITHOLE BR RR #2, later
 PITHOLE VALLEY RR #2 AND PA PETROLEUM CO

- Venango RR
Inc. 3-30-1853 Franklin, Venango Co. or mouth Big Sugar Creek to Sunbury and Erie RR and to coal field at Sandy Lake, Mercer Co.
Suppl. 4-20-1853 extend thru Mercer, Mercer Co., to state line.
- Mahoning and French Creek RR Inc. 5-26-1863 See Armstrong Co.
- Mercer Iron & Coal Co. Inc. 8-1-1863 See Mercer Co.
- Mill Creek RR
Inc. 3-23-1865 mouth Mill Creek to Steward's Run, Venango Co.
- Pinegrove Coal RR Co. Inc. 3-27-1865
Pinegrove coal fields, Venango Co. to west side Allegheny River opposite Cranberry Twp.
- Franklin and Wallaceville RR
Inc. 4-4-1865 Franklin, Venango Co. to Wallaceville.
- Erie and Meadville Southern Ry.
Inc. 4-6-1870 Erie to Meadville to Butler.
- Youngsville and State Line RR Inc. 3-17-1871 See Warren Co.
- Oil Creek & Ridgway RR
Inc. 7-24-1863 Ridgway, Elk Co. to mouth of Oil Creek, Venango Co. about 55 miles
- Reno RR
Inc. 11-24-1869 Reno to south line of Sugar Creek Twp, 5 miles
- Oil Creek Jct. RR
Inc. 8-2-1870 Oil City, west side, to Petroleum Center on Oil Creek, 8 miles
- Junction RR
Inc. 9-19-1870 Oil City, west side, to Oil Creek Valley about 2 miles down from Petroleum Center, 10 miles
- Connection RR
Inc. 10-27-1870 to take over an unincorporated RR now operating Franklin, Venango Co. to Franklin Br. of Atlantic and Great Western RR in Oil City, 7 $\frac{1}{2}$ miles on south side of Allegheny River valley and on north side of A.&G.W. (Do not know what the RR track was as A.&G.W. was on north side of the river. There were 3 rail lines controlled by Erie, Penna., and NYC railroads.) No mention in Poores or Lyles' financial manuals.
- Pithole Valley Ry. Extension
Inc. 2-27-1871 Pithole City, Venango Co. to Titusville, Crawford Co.
- Titusville & Franklin RR Inc. 9-25-1871 See Crawford Co.
- Pittsburgh & Franklin RR Inc. 2-29-1872 See Allegheny Co.
- Parker City, Edensburg & Oil City RR Inc. 12-7-1876 See Armstrong Co.
- Franklin and Bullion RR
Inc. 5-5-1877 Franklin to Clintonville, Venango Co., 20 miles
- Tionesta & Allegheny River RR
Inc. 1-26-1882 South Oil City to Sheffield, Warren Co., 58 miles
- Allegheny & Clarion Ry Inc. 2-9-1882 See Clarion Co.
- Oil City and Tionesta RR
Inc. 8-23-1882 Venango City opposite Oil City to President Village, Venango Co., 15 miles
- New Castle and Salamanca RR Inc. 1-6-1883 See Lawrence Co.
- Ridgway and Oil City RR Inc. 5-11-1883 See Elk Co.
- New York, Philadelphia and Chicago RR
Inc. 8-30-1890 Franklin, Venango Co. to Clearfield, Clearfield Co., 90 miles
- Oil City and New Castle RR
Inc. 12-10-1890 Oil City to Turners Sta. on WNY&P in Mercer Co.
- Franklin Terminal Ry.
Inc. 8-1-1895 from Jamestown and Franklin RR in French Creek Twp near Franklin s.e. to Cr Cranberry Twp, 5 miles
- Oil City, Rouseville and Franklin RR
Inc. 12-14-1899 Rouseville to Oil City to Franklin, 14 miles. electric?
- Venango Ry
Inc. 1-19-1900 Franklin to West End Boro, 6 miles electric?
- Lake Erie RR: Inc. 4-1-1901 See Crawford Co.
- Franklin & Parkers Landing RR: Inc. 5-5-1904 See Armstrong Co.
- Erie & Central Penna. RR Inc. 5-21-1906 See Crawford Co.
- Titusville & Cambridge RR Inc. 12-23-1913 See Crawford Co.
- Titusville, Cambridge & Lake Erie RR: Inc ? See Crawford Co.



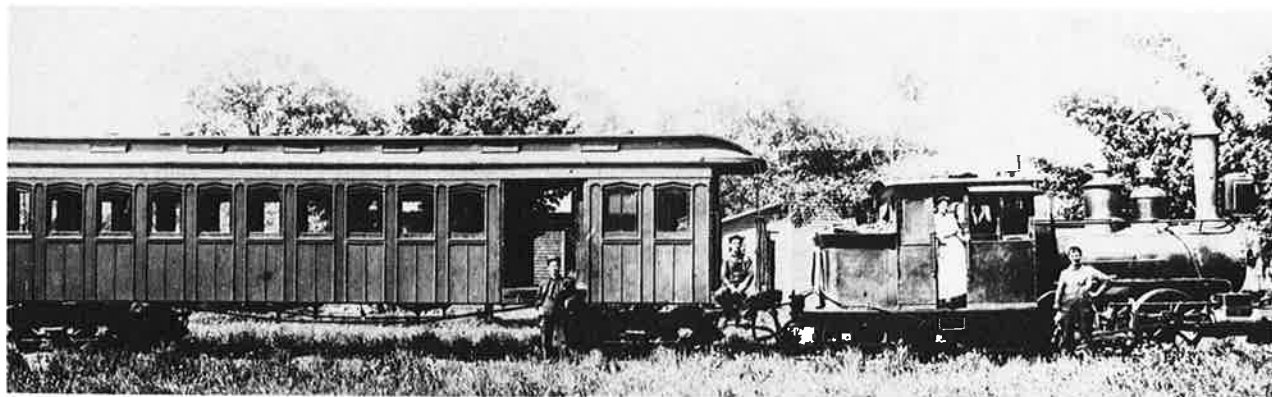
New Berlin and Winfield train and station at New Berlin. The engine is No. 2. The N.B.&W.R.R. was the last of the rural narrow gauge common carriers to be built in Pennsylvania. It should never have been built. Completed in 1905, it was bankrupt in 1912 and torn up in 1916.



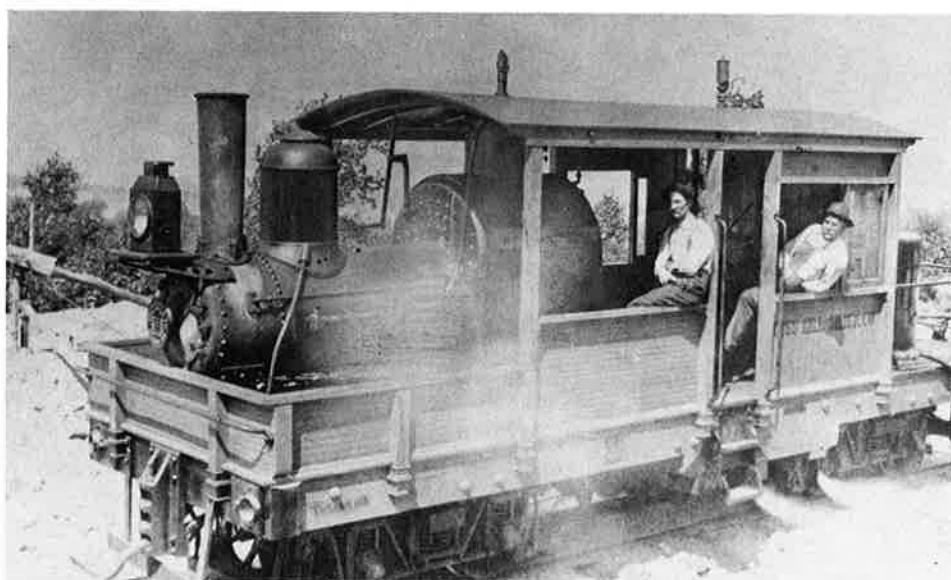
The Lewisburg, Milton and Watsonstown Passenger Railway was formed to operate passenger service over the Pennsylvania Railroad from Mifflinburg to Lewisburg. (It never did operate to the other two towns in its name.) The one piece of equipment was this J. G. Brill motor car purchased in 1922. Service was not successful. The car later went to the Buffalo Creek and Gauley R.R., and is now preserved.



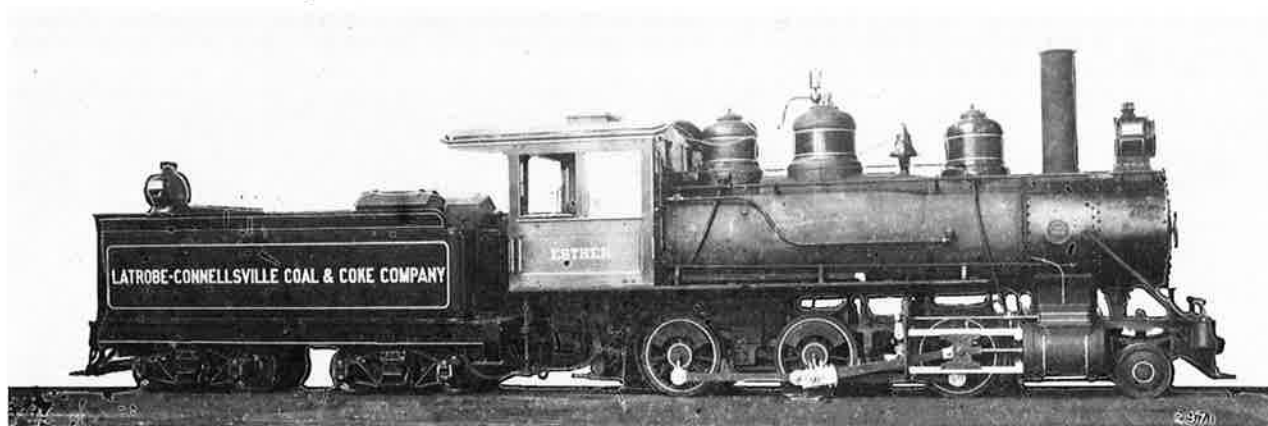
Donora Southern No. 19 built by Baldwin in 1921 to serve U.S. Steel Company's mill at Donora. Although earlier D.S. switchers had been superheated, this engine was not. Its narrow firebox and Stephenson valve gear are also throwbacks to the turn of the century.



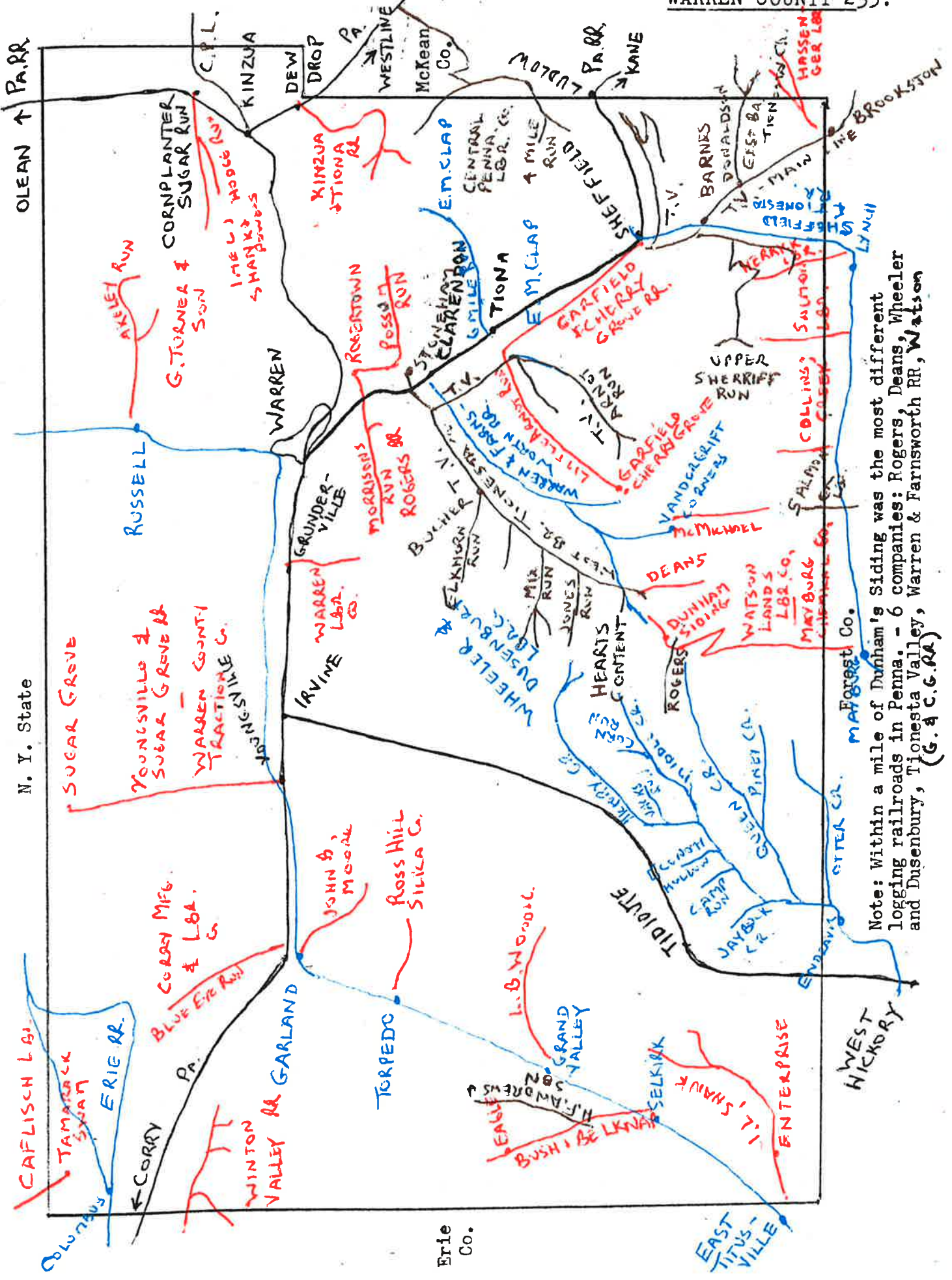
Thomas Norrell
 The train on the Youngstown and Sugar Grove RR in Warren County. The railway had several former New York elevated locomotives. It was initially intended to be an interurban, but before construction was completed in 1903, was built for steam, presumably so as to haul coal to Sugar Grove. It carried passengers down to the Pennsylvania at Youngstown who were going to the county seat of Warren.



Thomas Norrell
 The Ross Hill Silica Company had a 36 gauge railroad running from Torpedo on the New York Central in Warren County to the top of Ross Hill. Their first Climax locomotive ran away and wrecked, and this second engine was acquired in 1915-16. The wood frame locomotive weighed 15 tons. The picture was taken soon after arrival.



Railroad Museum of Pa.
 Latrobe-Connellsville Coal & Coke Co. "Esther" did not carry a number. The coal company had a 36 inch gauge railroad whose location is not known. Baldwin built this engine in 1909, c.n. 33215. What happened to the engine is unknown. It has all the appearances of a short line mogul, and was one of the last of this type built. The coal company owned several coal fields, the largest near Latrobe.



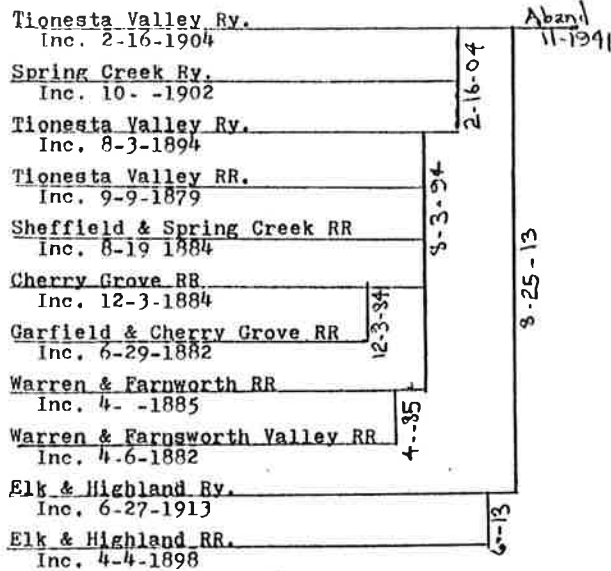
N. Y. State

Erie Co.

Note: Within a mile of Dunham's Siding was the most different logging railroads in Penna. - 6 companies: Rogers, Deans, Wheeler and Dusenbury, Tionesta Valley, Warren & Farnsworth RR, Watson (G. & C.G.R.R.)

Tionesta Valley RR

This railroad was owned by the same company which owned the Central Pennsylvania Lbr. Co. Its sole purpose was hauling logs and bark plus providing transportation passenger transportation between mill sites and supplies to the towns. It hauled lumber from independent saw mills located upon its line. The railroad was an amalgamation of several companies and also built branch lines for C.P.L. Its largest it ran from Clarendon to Hallton with a branch to Winlack as the main lines. All lines were 36" gauge.



Cherry Grove RR
Inc. 12-3-1884 to take over Garfield & Cherry Grove RR, 11 miles, Sheffield to Garfield,
Merged 8-3-1894 into T.V.Ry. See G.&CG RR for loco. Hauled hemlock bark & lumber

Elk & Highland Ry.
Refer to Elk County. This was logging RR of Wright & Miller. Bought by T.V. Ry 8-25-1913
Coon Run Jct. to Sugar Camp in Elk County to reach some timber of C.P.L. Torn up about 1915

Garfield and Cherry Grove RR
Inc. 6-29-1882 to run Tiona to Garfield. Built 1882 Sheffield to Garfield, 11 miles
Reorg. 12-3-1884 as Cherry Grove RR. Intended to serve Cherry Grove oil fields.
#12-6-0 Brooks 10-73 213 ex Bradford, Bordell&Kinzua #2, acq. c.11-82. To T.V.#3, 1894

Sheffield and Spring Creek RR
Inc. 8-19-1884 by the T.V.Ry. and built 8 miles Sheffield Jct. to Duhring in Forest Co., in
1884. Operated by the T.V. No locos. Served several saw mills and hauled bark to
Merged into the T.V. 8-3-1894 Sheffield.

Tionesta Valley RR, RY, RY
Inc. 9-9-1879 by Sheffield tannery owners to haul bark to Sheffield. To run 15 miles from
Sheffield south along Tionesta Creek.
Built 13 miles from Sheffield to Pitts. & Western RR at Sheffield Jct., 1881 and opened 1882
Merged 8-3-1894 with Sheffield and Spring Creek RR, Cherry Grove RR, and Warren & Farnsworth RR to form T.V. Railway.

Reorg. 2-16-1904 with same name as a merger of TV Ry and Spring Creek Ry. thereby giving it a line to Hallton.

Built: Tiona to Clarendon, 3 miles, 1895
Clarendon to Buchers on West Br. Tionesta Creek, 6 miles, 1895
Buchers to headwaters West Branch Tionesta Creek, later 1890s
Lamona to Oglesby (Winlack), 11 miles, 1898-99
Parrish to Lamona, 3 miles, 1896-98
Brookston to Anapples, 5 miles, 1886 and later to Coon Run Jct.
Arnot Run 1920s

see also C.P.L. below
Bought Spring Creek RR, Parish to Hallton, 12 miles 2-16-1904 but not converted to 36" g. until after 1910.

Bought Elk & Highland Ry, Coon Run Jct. to Sugar Camp 8-25-1913 to reach some timber.

Abandoned: Parrish to Ogilvie, 1914-1917
Coon Run Jct. to Sugar Camp about 1915
Brookston to Coon Run Ct.
Donaldson up East Branch Tionesta Creek, 1935
Clarendon to Stoneham 2. 1908
Clarendon to Dunham Siding via West Br. Tionesta Creek, after 1914.
Clarendon to Vandergrifts, after 1900
Tiona to Garfield, 1910
Hallton to Sheffield Jct, 17 miles, sold to Clawson Chemical Co. 7-1935. L.C. Avon, aban 7-26-35 so it could become private
Arnot Run 1930s,
Little Arnot Run 1930s,
along 2 Mile Run to Ludlow area
Eddy Run-Upper Sherriff-Barres, 1933
Sheffield-Clarendon 2-1936 op. 11-1934
Sheffield to Sheffield Jct. 11-1941

Locomotives: All were narrow gauge except #20 and 2nd #4 which were standard gauge and used to switch the standard gauge box cars at the Sheffield mill. A third std. g. engine was C.P.L. #112 used for the same purpose.

1	4-4-0	Brooks	1882	641	new	Sc. 1935
2	2-6-0	"	1882	835	"	Sc. 1937
3	"	"	1873	213	ex Cherry Grove RR	gone by 1900
4	4-4-0	Wyoming	1882	116	ex Warren & Farns.#6	sold to Ed Campbell, Buchers, Warren Co.
4	0-6-0	Baldwin	1891	11858	ex Elk Tanning #4	(Std. g.) Sc. ex S&NY #101.
5	4-4-0	Wyoming	1882	120	ex Warren & Farns.#5	unknown
6	2-6-0	Brooks	1898	2981	new	Sc. 1937
7	"	"	1900	3562	"	"
8	4-4-0	Pitts.	1883	708	ex Balt.&Lehigh RR #6	Sc.
9	2-6-0	Brooks	1901	3956	new	Sc. 1939
10	"	"	1904	29560	Tons"	"
11	C1.B	Climax	1907	30	new	"
12	"	"	"	"	"	"
13	not used					
14	C1.B	Climax	1900	226	35 ex Elk & Highland RR#3	Sold, Sou.Iron&Equip.Co.
15	2 Tr.	Heisler	1904	1076	28 ex C.P.L. #54 (Loleta)	Sc.
16	"	"	1920	1409	40 new	"
17	"	"	1916	1322	50 "	Sold Clarion River RR #17
18	"	"	"	1323	" "	Sc. 1939
19	"	"	1919	1388	40 "	Sold Clawson Chem.Co. #19, 1941/2
20	2-6-0	Alco	1904	29516	ex Sus.&N.Y.RR #108	Sc. (Std. g.)
21	2 Tr.	Climax	1906	630	ex C.P.L. #21, 1921/2	Sc. (ex Susq.&Eagles Mere RR)
22	"	"	1910	1015	" 20 "	" "
23	"	"	1907	830	" 25 "	" 1940 "
24	"	"	1905	596	" 24 "	" "

Warren & Farnsworth RR

Inc. 4- - 1885 as reorg. of Warren & Farnsworth Valley RR

Built from Vandergrifts Corners to Garfield, 1.1 miles and to Dunham's Mill, 4.1 miles.

(possibly built by W&FVRR)

Sold 6-15-1892 to F. H. Rockwell & Co. as a private railroad to haul bark.

Sold by Rockwell 8-23-1894 to Tionesta Valley RR. Locomotives - see W&FVRR

Warren and Farnsworth Valley RR

Inc. 4-6-1882 and built 1882 Clarendon to Vandergrifts Corners, 10 miles.

Reorg. 4- - 1885 as Warren & Farnsworth RR

Built for the oil boom which quickly faded; then used for logging and bark hauling.

4 4-4-0 Pitts. 5-82 580 Built for Cleveland, Delphos & St.Louis but not delivered

Sold 1886 to Kane Oil Fields RR #4

5 2-6-0 Baldwin 3-73 3193 ex Cairo & St.Louis #17; Toledo, Cinc.& St.L (not used)

acq. 6-82 but resold 8-82 to Bradford, Eldred & Cuba #2

5 4-4-0 Wyoming 9-82 120 New. Sold 8-94 Tionesta Valley #5

6 " " 7-82 116 New. " " " 4

Central Pennsylvania Lumber Co.

Inc. 4-29-1903

Until 1918 the T.V. RR made the branches into the property owned by C.P.L. After that date C.P.L. did the construction, but the TV supplied the engines and crews. All of the following were 36" gauge.

Built 1918 Pigeon and Hill Runs south of Parrish in Elk Co. Torn up about 1921

" Sigel Siding on T.V. to Slater Run, 8-10 miles 1921-1923

" Big Run & Bear Creek area beginning in 1922. Last torn up 1928. Many branches, 40-50 miles. Elk County

" Arnot Creek and Little Arnot (partly on old Cherry Grove RR) 1928/29. Torn up 1930-32

" Barnes south to Duck Eddy, Berriff Run, etc in 1929. Torn up 1932-33

" Donaldson up East Branch Tionesta Creek in McKean Co. 7 or 8 miles 1933-35

Andrews, Hiram F.

Built in 1890 36" gauge logging RR off of Bush and Belknap's logging RR north of Selkirk off West Branch of Caldwell Creek. Torn up 1895.

Class A Dunkirk 1890 bought new. Disposition unknown.

Built 1889 2 miles at Triumph (near Tidoute), 42" gauge. Aband. 1890 about. Not known if had locomotive. The year before he had been with J. B. Moore who used 42" gauge.

Bush & Belknap

Built logging RR in 1888, 36" gauge, from saw mill at Eagle down West Branch Caldwell Cree to Selkirk on N.Y.C. Aband. c. 1896

C1. A Climax 1888, 10 tons bought new. Disposition unknown

Gaflich Lbr.

Built from Clymer, N.Y. in 1910 to Tamarack Swamp north of Columbus with 1 or 2 miles in Penna. Torn up about 1912. Pole road using a homemade engine

Clapp, E.M. & Co.

Built 1882 from Tiona up Arnot Run, 36" g., about 2 miles. Torn up about 1884

Built 1884 from Tiona on Six Mile Run and North Fork, about 6 miles, 36" g. Torn up 1889.

Both used for logging.

#? 0-4-0 Dunkirk Iron Co. 1882 New Disposition unknown Geared engine 7 tons

#? 0-4-0 Porter 1885 725 " " "

Corry Manuf. & Lbr. Co.

This company owned the Winton Valley RR (see Erie Co.) and also in 1880 built at Garland o on Blue Eye Run about 5 miles. Torn up about 1890. Locomotive is unknown,

Dean, M.H. and E.A.

Built a 36" g. logging RR from Dunham Siding to headwaters of Porcupine Run 4 or 5 miles in 1897. Torn up about 1903.

#? 2 Tr. Shay 13 tons. 2nd hand. Disposition unknown

Hassenger Lbr. Co. See Forest County. Was on Fork Run in Warren County a mile or so.
Herrick Lbr. See Forest County.

Imel, Powers & Shank
 Built about 1886 on Hodge Run at Cornplanter (across river from Sugar Run) 36" gauge sever-
 al miles. Torn up 1896 about. On Hodge Run. Wood rails. Horses used until 1888. Sold
 1890 to I.L. Shank & Co.
 #? Cl.A Climax 1888 10 tons New Disposition unknown

Kinzua and Tiona RR
 Inc. 5-24-1897 Dew Drop to Tiona, 8 miles. Owned by Geo. W. Campbell & Son (lumber)
 Built from Dew Drop west southwest up Dew Drop Run to top of mtn and into Browns Run and
 North Branch. Torn up summer 1904. Std. gauge
 #4 2 Tr. Shay 1889 241 30 tons Transferred from Campbell's North Kane, McKean Co.
 log RR. Transferred to Campbell's Marlinton, W.Va.
 #5 may not have operated at Dew Drop. See North Kane, Elk Co. roster
 #6 2 Tr. Shay 1891 347 35-40 tons Transferred from North Kane. To Campbell at Marling-
 ton, W.Va
 #7 unknown except 2nd hand

McMichael Lbr, Benj. F.
 Built 36" log RR from Cherry Grove, off of Garfield & Cherry Grove RR south past Vander-
 grift Corners 2 miles and downstream Minister Creek from near Hermit Springs, 3 miles
 in 1900. Also other spurs. Torn up 1911
 1 2 Tr. Shay unknown origin, disposition
 2 Cl.A Climax " "
 3 Cl.B " 1903 20 tons New. Sold to Forest Chemical Co., Barnes, Warren
 Co. as plant switcher.

Moore, John B.
 Built in 1887 using horses 42" gauge tram road and in 1888 built a 36" g. logging RR from
 Garland south onto Cole Hill in Deerfield Twp 4 or 5 miles. Torn up about 1898.
 #? Cl.A Climax 1888 12 tons. New Disposition unknown

Rogers RR
 Inc. 5-13-1902 by the B.W. Rogers Lbr. Co. Roger's Mills (Rogertown) to Stoneham, 2 miles.
 Prior to incorporation Rogers built several log RRs.
 Built 36" g. Rogertown up Morrison Run in 1885 5 or 6 miles. After 1910 extended to Pic-
 nic Run. Torn up 1921
 Built Rogertown to Stoneham and up Possum Run 3 or 4 miles in 1882. Torn up 1885
 Relaid Rogertown to Stoneham in 1902 (reason for incorporation) and then used trackage
 rights over Tionesta Valley RR to Dunham Siding. Built own line 3 or 4 miles from
 Dunham Siding down Queen Creek. (Later Wheeler & Dusenbury relaid std. g. on this
 roadbed.) Rogers ran there several years.
 #? Geared Dunkirk Iron Co. 1882 7 tons
 298 2 Tr. Shay 1898 298 13 tons New Sold Newell Bros., W.Va.
 2 Cl.B Climax 1900? 18-20 tons New. Sc. 1922
 #? " " 23 tons 2nd hand Dor sale 1910

Rogers Lbr. Co. See Rogers RR

Ross Hill Silica Co.
 This was a sand company having its sand pit on top of Ross Hill and using the railroad to
 haul sand down to Torpedo where it was reloaded onto N.Y.C. hopper cars. Not known when
 built but after 1900. 36" gauge. Continued to operate at least until the mid 1920s.
 Had a very steep grade.

#? Cl. A. Climax origin unknown. Wrecked
 #2 " " 1915-16 22 tons New.
 #? 2 Tr. Shay 1904 841 ex Casparis Stone Co., Ohio, acq. 1918.

Salmon Creek Lbr. Co.
 See Forest County. Built various branch lines off Sheffield & Tionesta RR up into Warren Co.

Shank, I.L. & Co.
 Bought from Imel, Powers & Shank, in 1890 log RR on Hoge Run at Cornplanter, 36" g. Torn
 up about 1896. Had a Cl. A. Climax built 1888 new for I.P.&S.
 Also had a saw mill at Enterprise near East Titusville and built a log RR from East Titus-
 ville on Pine Creek 36" gauge, about 8 miles in 1897. Used a 2nd hand class A Dun-
 kirk. Torn up about 1902

Turner, Gilbert & Son.
 Built a log RR in 1888, 36" g. at Russell several miles on Ackley Run, 5 or 6 miles. Torn
 up 1890s. Used wood stringer track. Bought a new 10 ton Climax, Cl.A. in 1888. Dis-
 position unknown

Warren County Traction Co.
 Inc. 1909 as reorg. of Youngsville & Sugar Grove RR. Operation discontinued after
 1913 and before 1919. Only operated passenger service for all practical purposes.
 Locomotives - see predecessor company.

Warren Lbr. Co.
 Built in 1902 std. g. log RR from Grunderville 3 or 4 miles on Grunder Run. Torn up 1906
 #1 0-4-OT Vulvan 1902 321 New Sold to A. B. Smith Chem. Co., Redhouse, N.Y.

Watson Lands Lbr. Co. See Forest Co.

Winton Valley RR: See Erie Co.

Wood, L.B. & Co.

Built log RR in 1890, gauge unknown but probably 36" from Grand Valley several miles on Dunderdale Run. Torn up about 1900

#? C1. A Dunkirk 1890 12 tons New Disposition unknown

Youngsville & Sugar Grove RR

Inc. 4-14-1902 Youngsville to Sugar Grove, 11 miles.

Opened Oct/Nov 1903 as a passenger railroad for people going to Warren. Not known why it was steam instead of electrified.

Reorg. 1909 as Warren County Traction Co. Carried some merchandise to Sugar Grove and coal #? N.Y. Loco Works 1886 0-4-4 c.n. 142 ex Manhattan Elevated RR #91, acq. 1903 ----

? Baldwin 1879 0-4-4 45hh ex Manhattan Elv. #101, acq. 4-1903. Sold 12-1910 to Safety Insulated Wire & Cable Co., Bayonne, N.J.

Paper Railroads

Warren & Pine Creek RR

Inc. 3-14-1836 Warren to near Canewango Cr, Warren Co. Suppl. 2-23-53 Charter revived.

Willardsville & Jersey Shore RR Inc. 3-31-1836 See Tioga Co.

Erie RR Inc. 4-1-1836 See Erie Co.

Western Pennsylvania Coal Co. Inc. 6-4-1839 See McKean Co.

Susquehanna & Erie RR Inc. 4-15-1851 See Lycoming Co.

Venango RR Inc. 3-30-1853 See Venango Co.

Tionesta Valley RR

Inc. 4-4-1866 Sheffield to Tionesta Boro.

Warren Improvement & RR Co.

Inc 4-17-1866 Corydon, Warren Co. or Irvine to Phila. & Erie RR

Tidioute RR Inc. 4-8-1867 See Crawford Co.

Limestone Plank Road, Wharfage & Ferry Co.

Inc. 4-2-1868 may lay wood or iron rails and use horses or otherwise to haul lumber and other freight on cars on the Limestone Turnpike and Plank Road Co.

Tionesta and Clarion RR

Inc. 4-2-1870 Sheffield to Clarion River near mouth Spring or Bear Cr in Elk Co.

Warren and Jefferson RR & Coal Co.

Inc. 4-4-1870 from Phila. & Erie RR in Warren Co. to Snyder Twp in Jefferson Co. and to hold 5000 acres coal land.

Youngsville & State Line RR

Inc. 3-17-1871 Sugar Grove Twp to Youngsville to Oil City or Jamestown.

Tylersville RR & Coal Co. Inc. 4-4-1872 See Clarion Co.

Pithole Valley Ry, Extension Inc. 2-27-1871 See Venango Co.

Oil Producers RR Inc. 4-4-1872 See Crawford Co.

Warren & Forest RR Inc. 4-27-1876 See Forest Co.

Warren, Bradford & Rochester RR

Inc. 1-22-1878 Warren to N.Y. State at Corydon Twp.

Warren & State Line RR

Inc. 1-11-1881 Warren to N.Y. State at Allegheny River

Warren Ry.

Inc. 1-28-1881 Kinzua Twp to Warren, 12 miles, 3' gauge.

Tionesta RR Inc. 5-13-1881 See Forest Co.

South Branch & Forest Co. Inc. 7-28-1881 See Forest Co.

East Branch & Tionesta RR Inc. 10-12-1881 See McKean Co.

Conewango & Clarion RR Inc. 11-22-1881 See Jefferson Co.

Tionesta & Allegheny River RR Inc. 1-26-1882 See Venango Co.

Clarendon & Tionesta RR Inc. 4-11-1882 See Forest Co.

Titusville & Sheffield RR Inc. 5-26-1882 See Crawford Co.

Garfield & Tionesta RR Inc. 7-10-1882 See Forest Co.

Sheffield & Tionesta RR Inc. 8-23-1882 See Forest Co.

Sinnemahoning & Sheffield RR Inc. 4-5-1883 See Cameron Co.

Cherry Grove & Hickory Valley RR Inc. 11-28-1883 See Forest Co.

Titusville, Cambridge & Lake Erie RR Inc. 1890? See Crawford Co.

Reynoldsville, Warren & Buffalo RR Inc. 8-27-1895 See Jefferson Co.

Lake Erie RR Inc. 4-1-1901 See Crawford Co.

Erie & Central Penna. RR Inc. 5-21-1906 See Crawford Co.

Titusville & Cambridge (Springs) RR Inc. 12-23-1913 See Crawford Co.

Susquehanna & Tidioute RR

Inc. ? Reorg. 1902-3 as Tidioute & Susquehanna RR

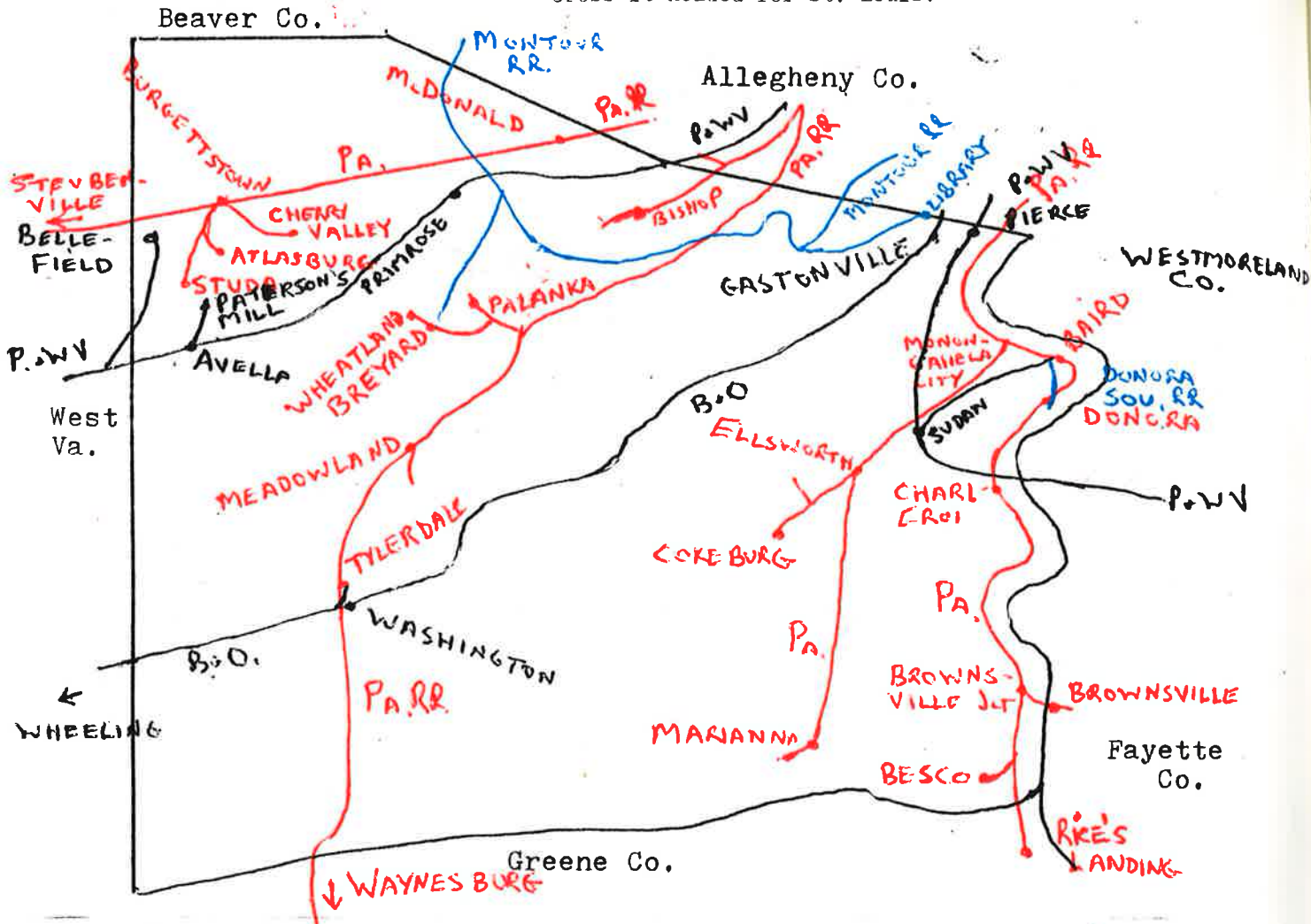
Tidioute & Susquehanna RR

Supposedly a reorg. in 1902-03 of Susquehanna & Tidoute RR. No record.

no name

Act 4-7-1852 See Crawford Co.

Washington County is very hilly with extensive coal mining but little else. B&O and Penna. RR main lines cross it headed for St. Louis.



Donora Southern RR

Inc. 4-2-1902 by United States Steel Co. to serve the Union Steel Co's wire mill at Donora. Main line 1.9 miles, Bamford Sta. to near Baird Sta. Built in 1901. During 1950s steel mill operations were reduced and it was closed in 1964. I.C.C. auth. abandonment of RR 8-16-1963 and road aband. Feb. 1964. Roster: (Courtesy of Robt. Pivarnik)

1	Baldwin	12-1901	19876	0-6-0	19"x24"	50"	built for Union Steel #1	2
2	"	3-1903	21827	"	"	"	"	3
3	"	"	21835	"	"	"	"	4
4	"	4-1903	21928	"	21 1/2"x28"	"	"	5
5	"	"	21946	"	"	"	"	6
6-12	unknown.							
13	Baldwin	7-1916	43658	0-6-0	22"x26"	52"	new	
14	"	"	"	"	"	"	"	
15	"	12-1917	47394	"	"	"	"	
16	"	12-1919	52623	0-4-0	15"x22"	43"	"	
17	"	"	"	"	"	"	"	
18	Vulcan	1921	3119	0-6-0T	"	"	"	
19	Baldwin	"	51706	0-6-0	"	"	"	
20	"	"	51707	"	"	"	"	
21	"	1925	58174	"	"	"	"	
22	"	1917	4649	0 6-0	ex Newburgh & South Shore #42,	acq.		
23	"	1920	53516	"	" #45			
24	"	"	"	"	"			
25	Richmond	1910	49121	"	ex Birmingham Southern #200,	acq.		
26	Baldwin	1930	61191	"	ex N. & S.S. #60			
27	"	1926	59305	"	" #49			
28	Lima	1937	775	"	" #62			
29	"	"	775	"	" #61			
30	Baldwin	1926	59304	"	" #48			
31	"	1920	53517	"	" #46			
32	"	1925	58421	"	" #47			
33	Porter	1924	6863	0-6-0	15"x22"	"		
34	"	"	6864	"	"	"		
201	"	1945	7977	"	diesel, 35 tons	"		
202	"	"	7978	"	"	"		
5	Alco	1949	76932	1000 hp.	diesel	"		
802-810	EMD	3-1951	12989-12997	800 hp.	"	"		
811	"	8-1951	13860	"	"	"		

Paper Railroads

- Charleroi & Belle Vernon RR
Inc. 6-9-1892 Charleroi to 3 miles west at Belle Vernon. Not built. The corporation was owned by the Pittsburgh Plate Glass Co. which kept it alive until 1949 by filing reports to P.U.C., but never filed to I.C.C. or reported to Poores/Moodys Manuals. Probably the corporate name for their plant facility switching road. Locomotives were lettered for P.P.G.Co.
- Washington & Pittsburgh RR
Inc. 3-18-1831 Washington Boro to Pittsburgh
- Washington & Pittsburgh RR
Inc. 4-1-1837 Washington Boro to near Allison's Run, Chartiers Twnp.
- Pittsburg and Wheeling RR Inc. 4-9-1849 See Allegheny Co.
- Reallsville & Waynesburg RR Inc. 4-14-1853 See Green Co.
- Pigeon Creek Valley Coal Co.
Inc. 4-20-1864 Monongahelia City on Monongahelia River, Washington Co. to coal fields, 2 miles. (track laid?)
- Ohio & Baltimore Short Line Ry. Inc. 2-19-1873 See Fayette Co.
- Fulton & Washington RR Inc. 6-6-1881 See Fulton Co.
- Pittsburgh & Monongahelia Valley RR Inc. 2-9-1882 See Allegheny Co.
- Harrisburg and Western RR Inc. 1-25-1883 See Dauphin Co.
- Pennsylvania, Virginia & Ohio RR Inc. 2-24-1883 See Allegheny Co.
- Pittsburgh & Allegheny Central RR
Inc. 1-8-1884 mouth Chartiers Creek to New Salem, 40 miles, Wash. Co.
- Monongahelia RR
Inc. 1-21-1886 Monongahelia City to Anderson Sta. on B.&O.RR, 8 miles., Wash. Co.
- Chartiers Connecting RR
Inc. 11-21-1881 from south end of Chartiers Ry., Washington to ^{Shono} Wayne and Washington RR **AT**
Washington ~~Co.~~, .8 miles. Built **OPERATED BY CHARTIERS RY. OPENED 1885.**
~~MADE INTO CANNONS~~
~~1890~~
- Union Transfer & Exchange RR Inc. 7-15-1892 See Allegheny Co.
- Pittsburgh, Monongahelia and Wheeling RR Inc. 2-26-1895 See Allegheny Co.
- Washington and Canonsburg Ry.
Inc. 10-14-1895 Washington to Canonsburg, 7 miles electric?
- Washington Connecting RR
Inc. 12-17-1895 Canton Twnp, Wash. Co. on B&O RR north $1\frac{1}{2}$ miles to Tyler Tube Works, Chartiers Valley RR
- Tylerdale RR
Inc. 12-18-1895 Tyler Tube Works, Canton Twnp to McGovern Furnace on B&O RR, $1\frac{1}{2}$ miles.
- Pittsburgh, Connellsville & Wheeling RR Inc. 11-20-1896 See Greene Co.
- Tylerdale Belt Line RR
Inc. 5-31-1897 PCC&StL at Tyler Tube Works to McGovern Furnace on B&O, $1\frac{1}{2}$ miles
- Finleyville RR
Inc. 9-2-1897 Finleyville to Virginia Jct. of B&O RR, $4\frac{1}{2}$ miles
- West Shore and Eastern RR
Inc. 10-12-1897 Monongahelia River at North Charleroi to California Boro, 11 miles
- Fourth Pool Connecting RR Inc. 11-7-1898 See Fayette Co.
- Monongahelia and Western RR Inc. 8-2-1899 See Greene Co.
- Washington & Greene RR Inc. 8-2-1899. See Greene Co.
- Chartiers and Venetia RR
Inc. 11-15-1899 Hills Sta., Chartiers Valley RR to Venetia, 5 miles
- Greer and Van Emman RR
Inc. 11-15-1899 Greers Sta. on Chartiers Valley RR to Van Emman Sta. on C.V.RR, 3 miles.
CORP. DIS. 1907-8.
- Canonsburg and Bishop Ry.
Inc. 11-16-1899 Cannonsburgh on Chartiers Valley Ry to Bishop's Summit on same Ry. 4 mile
- Houstonville Coal RR
Inc. 11-28-1899 Chartiers Valley RR at Houstonville up Little Chartiers Creek to Hickory, 5 miles
- Black Diamond RR
Inc. 11-29-1899 Chartiers Ry. at Hill Sta. to Crouch Sta. on B&O RR, 7 miles.
- Charleroi and Monessen Connecting RR
Inc. 12-21-1899 Charleroi, Wash. Co. to Monessen, Westmoreland Co., 4 miles.
- Western Washington RR
Inc. 4-9-1900 Chartiers Ry. at Houstonville to Chartiers Ry at McConnell's Mills, 3 miles.
PART BUILT AND HAD ONE LOCO. IN 1907. MAY BE PALANCA BR. OF PA. RR

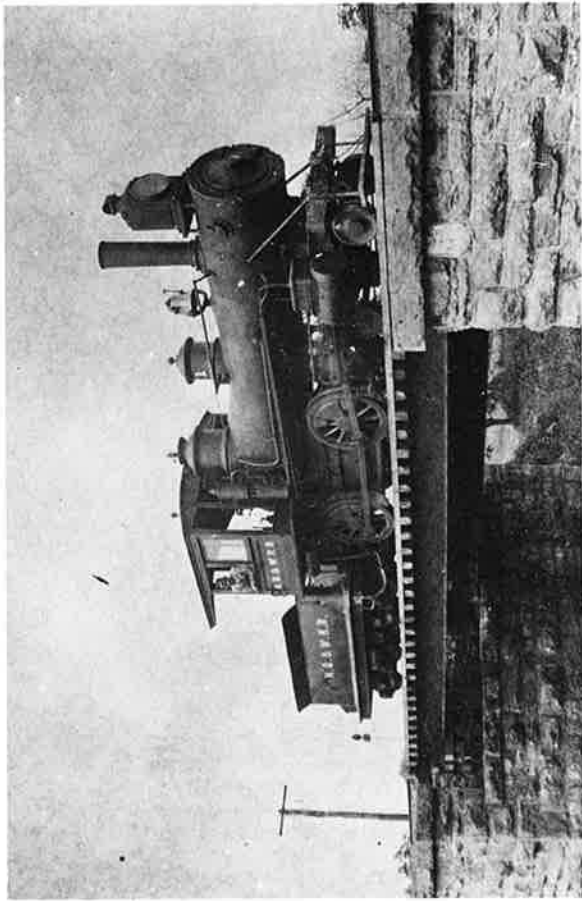
- MacPherson's Creek Ry
Inc. 9-26-1900 Greer Sta. on Chartiers Valley Ry to McPherson's Mill, 2 miles
- Finleyville and Library RR Inc. 10-9-1900 See Allegheny Co.
- Midway and Oakdale Ry. Inc. 10-24-1900 See Allegheny Co.
- Coal Center RR
Inc. 8-26-1901 Coal Center to Greenlee Mills, 6 miles
- Pike Run RR
Inc. 9-9-1901 Coal Center to Greenlee Mills, 6 miles. Corp. dissolved 1917
- Pittsburgh & Charleroi RR Inc. 3-4-1901. See Allegheny Co.
- Pandleyville & Castle Shannon RR Inc. 9-12-1901. See Allegheny Co.
- Wheeling, Waynesburg & Eastern RR Inc. 10-15-1901 See Greene Co.
- Chartiers Valley & Eastern RR
Inc. 4-16-1902 Chartiers Twp to Mt. Pleasant Twp, 5 miles. Probably electric. Corp. Diss. 1902-03
- Chartiers Valley & Northern
Inc. 4-26-1902 Chartiers Twp to Mt. Pleasant Twp, 5 miles.
- Primrose and Georgetown RR
Inc. 3-17-1902 PCC&St.L at Primrose to Georgetown, 1 mile.
- Greene County RR Inc. 5-14-1902 See Greene Co.
- Noscoe Run RR
Inc. 7-1-1902 Pitts., Carnegie and Western RR near Jct. of Noscoe Ryn and Cross Green up No
Noscoe Run 2 1/2 miles
- Washington and Fayette RR
Inc. 9-29-1902 between Charleroi and Speers, Wash. Co., north on Monong. River to
Lock 4 to Donora, 9 miles.
- Meadow Lands and Zediker RR
Inc. 2-11-1903 Meadow Lands Sta. on Chartiers Valley RR to Zediker Sta. on B&O RR 5 miles
- Washington & State Line RR
Inc. 9-2-1903 Tylerdale to Dunsfort, 15 miles. Corp. dis. 1905-6
- Point Pleasant RR
Inc. 8-7-1905 Frmo Wabash Pittsburgh Terminal RR in Cross Creek Twp, along Cross Creek
to Patterson Mills, 1 mile
- Pittsburgh and Cross Creek RR
Inc. 8-9-1905 Wabash Pittsburgh Terminal RR at Pryor Sta. northerly along Cross Creek to
Burgettstown on PCC&St.L. 7 miles
- Monongahelia Coke RR
Inc. 7-12-1907 Hackney Sta. on Wash. & Waynesburg RR east on Ten Mile Creek 7.7 miles to
Pittsburg-Ruffalo Coal Co. mine.
- Mingo and Monongahelia RR
Inc. 9-23-1907 from Thomas Tunnell on Wheeling, Pitts. & Balt. RR (B&O) to P.V.&C. (Pa.) at
bridge over Mingo Creek, 12 miles
- Mingo Southern RR
Inc. 5-22-1913 Linden to villafe of Eighty Four, Somerset Twp, Wash. Co. 4 miles.
- Montour Northern RR Inc. 10-28-1913 See Beaver Co.
- Wheeling Coal RR Inc. 7-7-1916 See Greene Co.
- Northern Montour RR Inc. 10-6-1916 See Beaver Co.

ARTICULATED LOCOMOTIVES IN PENNSYLVANIA

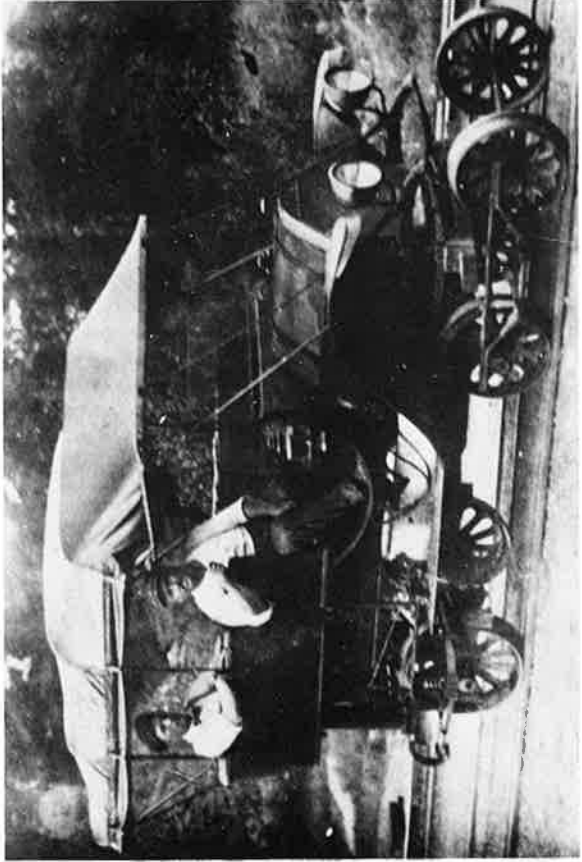
Pennsylvania is not usually considered a state where articulated locomotives were important. Within the state only the Buffalo, Rochester, and Pittsburgh Railroad used them on their line running north from Punxsutawney to the Big Level country of McKean County. Coal was the primary traffic.

The Baltimore and Ohio also used them on their main line which ducked in and out of Maryland with the famous Sand Patch grade. The Erie had several but used them only out of Susquehanna to push trains up the mountain. The New York Central used mallets on their Pine Creek branch (Fall Brook) for awhile.

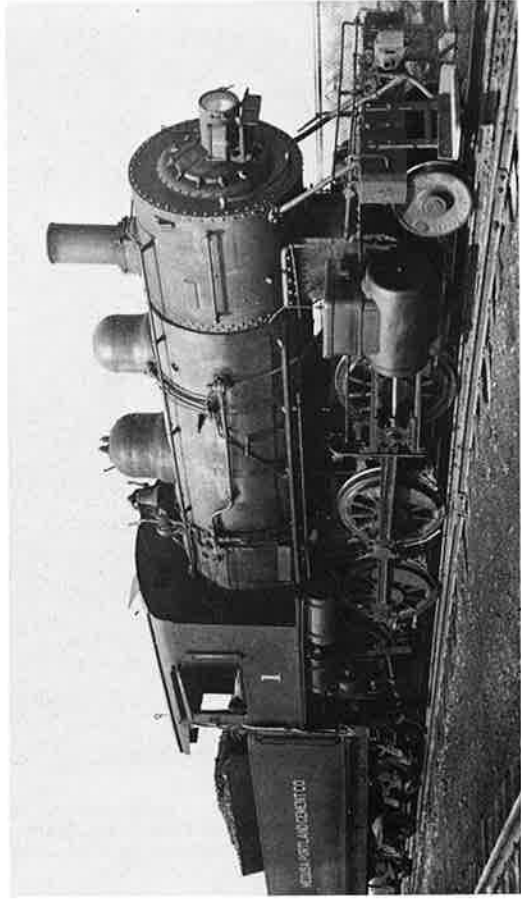
In more recent years the Western Maryland had them in extensive use but their primary terminals were in Maryland. The Pittsburgh and West Virginia had several bought in the late 1930s in order to speed up their freight service. The West Side Belt Railroad was the only short line to operate mallets. They had two.



New Berlin and Winfield Railroad's first locomotive on a well built stone bridge. Origen of the little locomotive with the big headlight is unknown.

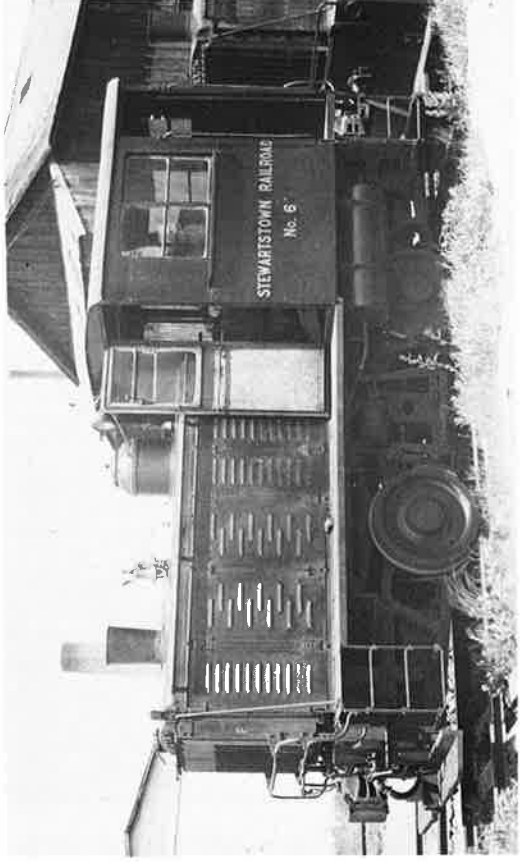


The superintendent's car on the New Berlin and Winfield RR was an unusually early conversion of an automobile for use on a railroad.

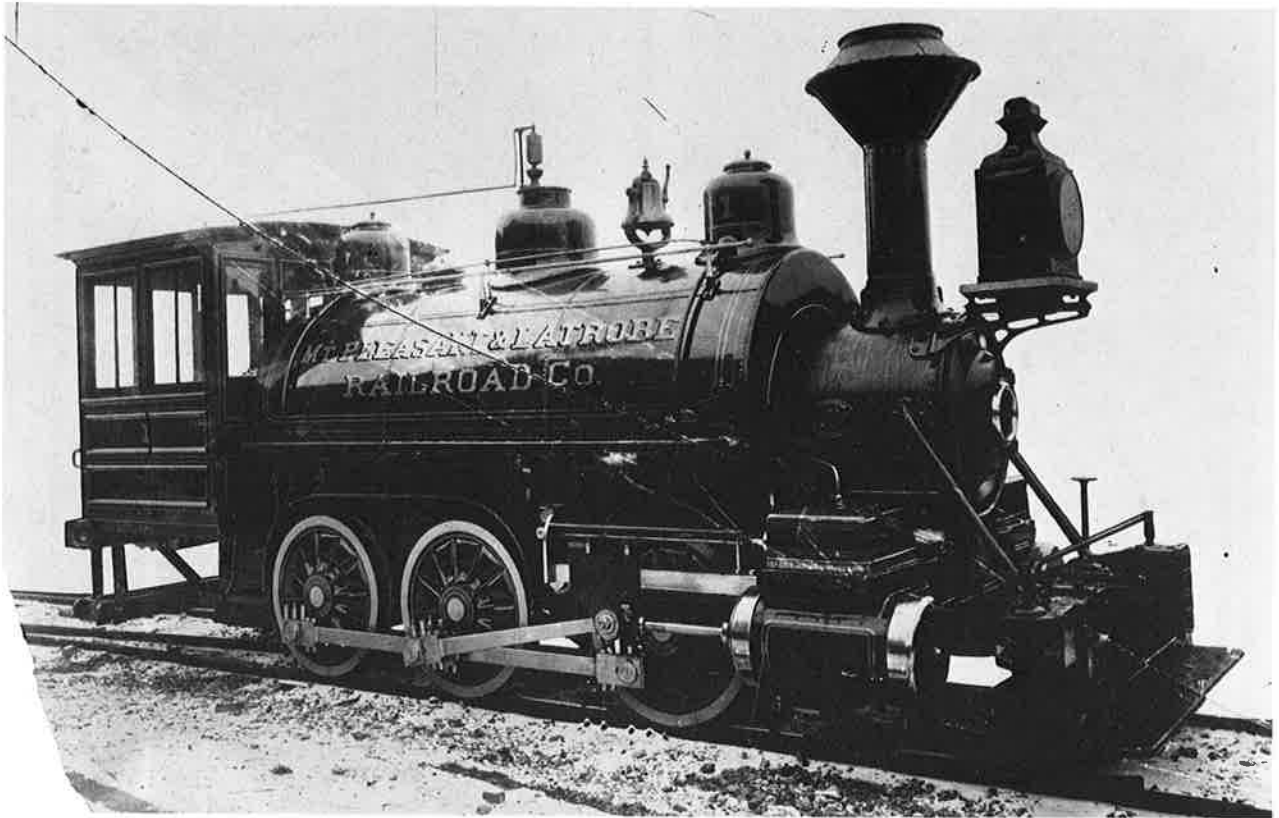


Howard David

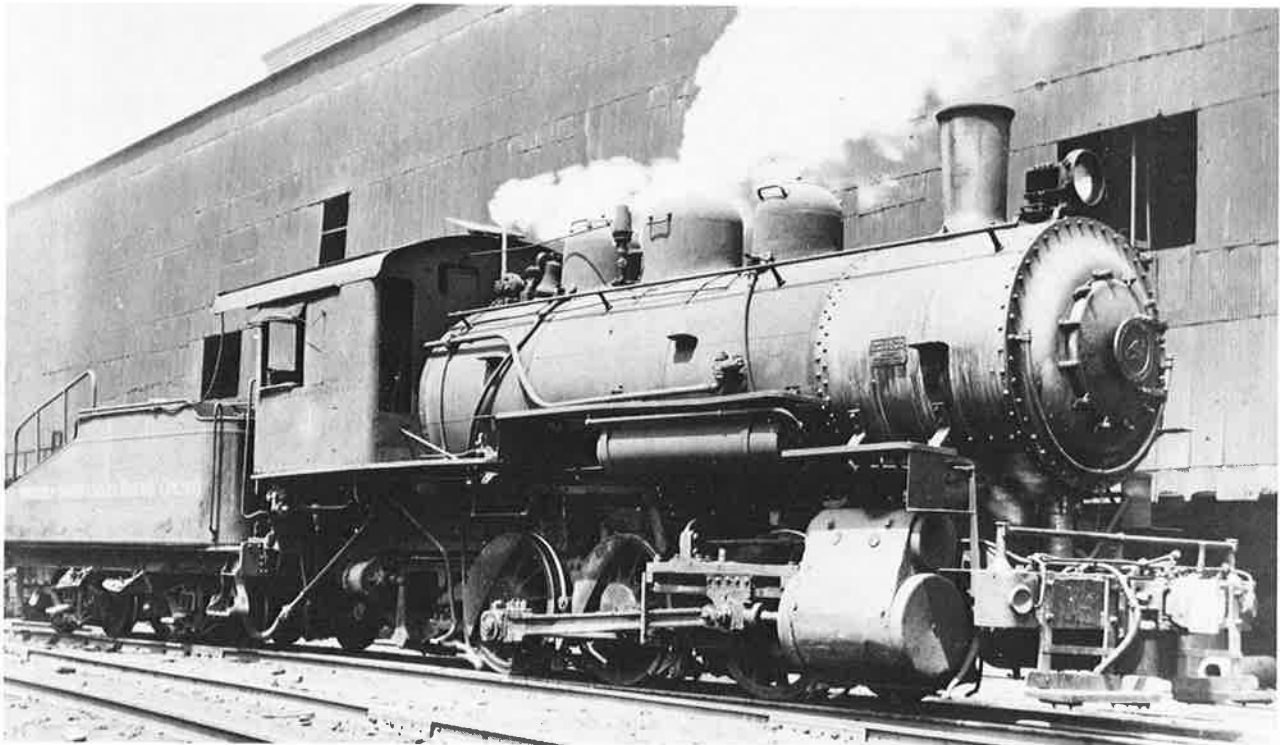
Medusa Portland Cement Co. No. 1 at York in March 1937.



The Stewartstown RR had three Gasolene locomotive like No. 6. Gasolene locomotives were used on only a few other short lines in Pennsylvania.

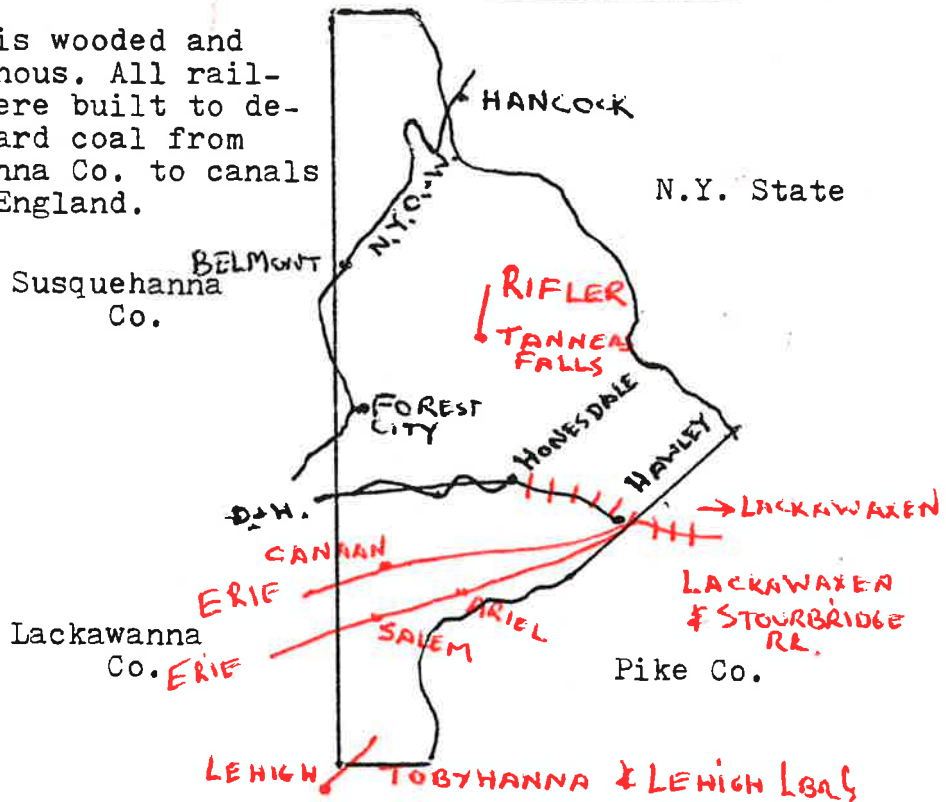


Alco Historic Photos
Mt. Pleasant and Latrobe R.R. #1 built by Pittsburgh in 1886 to serve the Standard Coke Works at Mt. Pleasant. The one mile railroad was later owned by the U. S. Steel Company, but was closed by 1912 when the coke works closed or else was considered only as a plant facility.



Thomas Norrell
Monessen Southwestern Railroad No. 4 at Monessen, Westmoreland County about 1940. This incorporated railroad was a plant facility of the Pittsburgh Steel Company. No. 4 was built by Pittsburgh in 1916, and was one of eleven six wheel switchers. Additionally, there were two 0-4-0s and a 2-8-0.

County is wooded and mountainous. All railroads were built to deliver hard coal from Lackawanna Co. to canals or New England.



Rifler & Son, Inc.

About 1920 built 36" gauge RR from Tanners Falls north on east branch Dyberry Cr. about 5 miles to serve wood chemical plant. Initially had saddle tank steam engine replaced in 129 by 40 horsepower Vulcan gasoline loco, c.n. 3968. Bankrupt by 1931. Loco resold to North West Coal Co. at Carbondale.

Tobyhanna & Lehigh Lbr. Co. See Lackawanna Co.

Lackawaxen & Stourbridge RR

Inc. 3-1976 and took over 25 miles Honesdale to Lackawaxen formerly Erie RR in April 1976.

54 EMD 1500HP 1949 BL2 w/ Bangor-Aroos. #54
 162 ALSO 1600 1952 RS3 79871 w/ ROC. 465. 2/19/76

Paper Railroad

- Lackawanna & Susquehanna RR Inc. 3-11-1826 See Lackawanna Co.
- Delaware & Susquehanna RR Inc. 4-6-1830 See Lackawanna Co.
- Wallenpaupack Improvement Co. Inc. 4-1830 See Lackawanna Co.
- Susquehanna & Delaware RR Inc. 3-15-1866 See Luzerne Co.
- Hawley Coal & Trans. Co. Inc. 4-13-1866 See Lackawanna Co.
- Pittston RR & Coal Co. Inc. 4-11-1867 See Lackawanna Co.
- Wayne County RR Inc. 3-14-1872 See Lackawanna Co.
- New York & Pittston RR Inc. 5-20-1879 See Luzerne Co.
- Wilkes Barre, Pittston & New York RR Inc. 4-6-1880 See Luzerne Co.

Lackawaxen RR

Inc. 11-13-1882 Honesdale to Lackawaxen, Pike Co., 25 miles

Forest City and State Line RR Inc. 3-16-1889 See Susquehanna Co.

Lackawanna, Lake Ariel & Honesdale RR Inc. 10-7-1892 See Lackawanna Co.

Hancock & State Line RR

Inc. 12-2-1892 opp. Hancock, NY, to state line where Delaware River crosses, 6 miles

Philadelphia, Honesdale & Albany RR Inc. 3-20-1893 See Carbon Co.

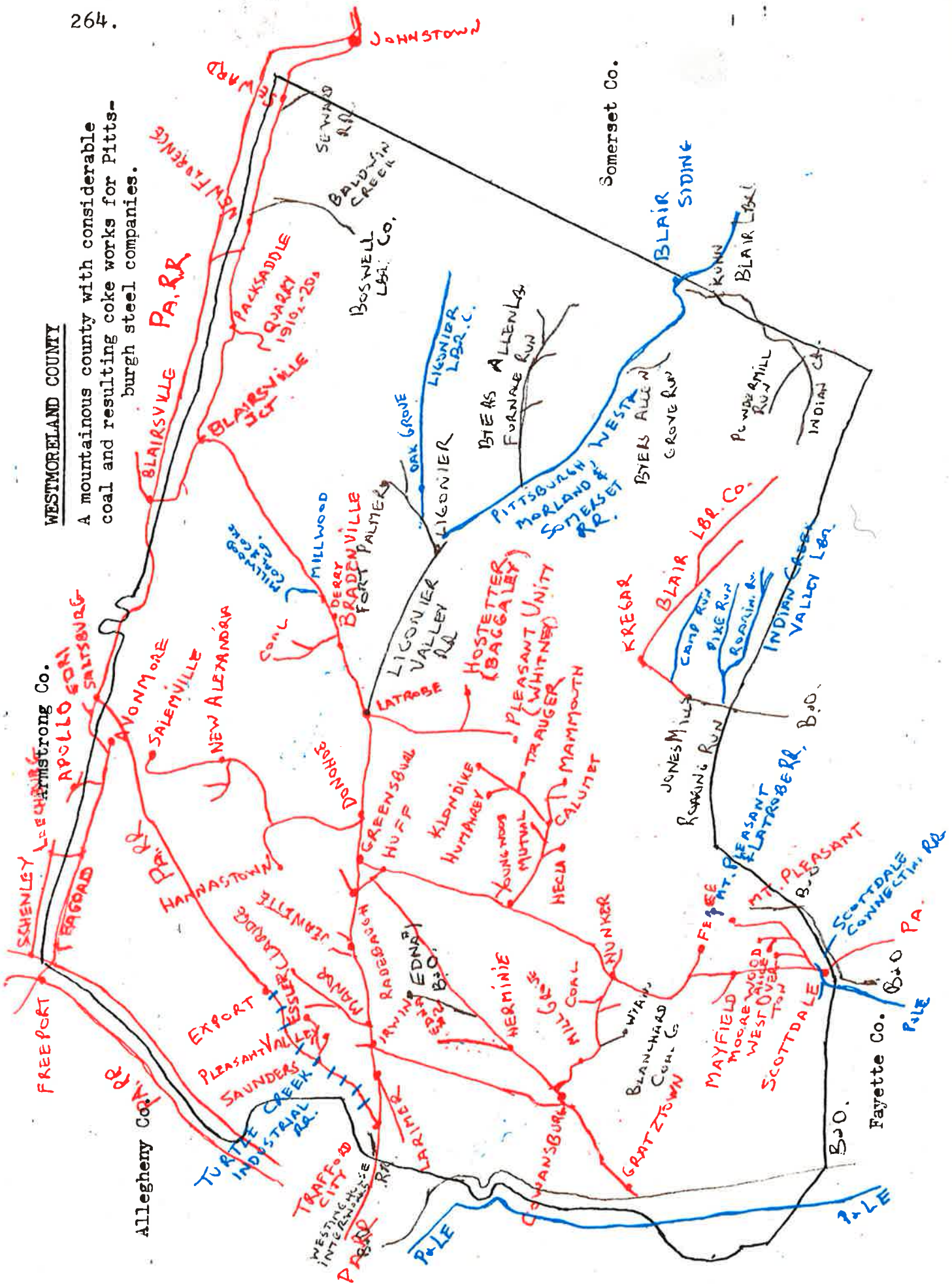
New York, Wyoming & Western RR Inc. 5-9-1898 See Luzerne Co.

Delaware & Southern RR Inc. 11-20-1899 See Pike Co.

Hawley and Eastern RR Inc. 3-23-1900 See Pike Co.

WESTMORELAND COUNTY

A mountainous county with considerable coal and resulting coke works for Pittsburgh steel companies.



Blair Lbr. Co.

Not inc. Built Jones Mills to Kregar and east up Little Run and Indian Creek in 1912. Had relocated from running off Pitts, Westmoreland & Somerset RR to Indian Cr. Shut down 1927.

#1 2 Tr. Shay 1908 c.n. 2053 Transferred from Kuhn operation. Sc. 1927

Blair Lbr. Co. - Kuhn operation. See Fayette Co.

Blanchard Coal Co.

Built 1923 private RR from near Bells Mills on Sewickley Creek south 2 miles to Wyano, 36" gauge. Reorg. 1924 as Blanchard Youghioghenny Coal Co.

#1 2 Tr. Climax 1923 30 tons New. Repossessed by Climax late 1923
2 " " " " " " " " " " " "

Blanchard Youghioghenny Coal Co.

Organized 1924 as reorg. of Blanchard Coal Co. (bankrupt) with 2 miles RR to Wyano. Aband. prior 1931. Bought back locos repossessed by Climax

#1 Cl. B Climax 1923 30 tons acq. 1924 back from Climax. Sc.
2 " " " " " " " " " " " "

Boswell Lbr. Co.

Inc. 3-16-1909 as lumber company. Built a log RR from New Florence on Baldwin Cr, 36" gauge, 5 miles, built 1917. Torn up 1920-21 and company moved to Boswell, Somerset Co.

#1 Cl. B Climax 1904 496 35 tons ex Blue Jay Lbr. Co. #6, W.Va. Returned to Blue Jay in 1920/21.

Byers Allen Lbr. Co.

Besides owning Pittsburgh, Westmoreland & Somerset RR, it also had several logging railroads off the PW&S on Furnace Run and Grove Run. Built 1899 and torn up 1910

#395 2 Tr. Shay 1892 395 ex B.F. Hazelton, Bradford, Pa. Sold to Kendall Lbr. Co.
3 3 Tr. Shay 1905 1572 70 tons New. Sold to Laurel Mfg. Co., Co, W.Va.
Fenwick, W.Va.

Indian Creek Lbr. Co. See Fayette Co.

Latrobe Connellsville Coal & Coke Co.

Location unknown. May not be Westmoreland Co. In 1909 company bought a "short line" type 2-6-0, Baldwin 33215, 36" gauge. Because of the type loco, evidently the company had a line haul operation of several miles. **SEE ADDENDUM # 5**

Ligonier & Latrobe RR

Inc. 4-15-1853 Ligonier to Latrobe.

Not built. Renamed 5-2-1871 as Ligonier Valley RR.

Ligonier Lbr. Co.

Inc. 9-30-1913 as lbr. co. Built log. RR from Ligonier Valley RR up Mill Creek and Middle Fork, about 7 miles, 1914. Std. G. Aband. 1919.

#1 2 Tr. Shay 1914 2779 42 tons. New Disposition unknown.

Ligonier Valley RR

Inc. 5-2-1871 as renaming of Ligonier & Latrobe RR (not built)

1872/73 authorized to extend up Mill Creek to coal fields.

Opened Nov. 1877 as 3' gauge, Ligonier to Latrobe, 10.3 miles.

Built 1907 Ligonier to Fort Palmer for coal

Converted to Std. gauge 1882, Dec.

I.C.C. auth. abandonment 5 28-1952. 3 miles at Latrobe taken over by Pa. RR.

The Ligonier to Fort Palmer line provided the coal tonnage which dried up mostly early in the Depression. Handled extensive passenger business for people going to Pittsburgh over the Pa. RR from Latrobe.

#1 4-4-0 GRANT 1873 at Cair. St. Louis #20, acq 1877. Sold c. 12-82 Jacksonville,
2 2-4-0 P.F. McKeesport 1876 at N.Y. & MANHATTAN BEAM, acq 11-77. ST. AUGUSTINE & HALIFAX
3 at acq 1882 Sro. 6. Sold c. 12-82 River a j?
3 ex No. 7 (do not know why renumbered) at. acq 1882 ..
4 at. acq 1882 ..
5 ..

6 "Idlewild" 2-6-0 Baldwin 1888 9222 New

7 "R.B. Mellon 0-4-0 " 1889 10045 New. Ren. #3

8 4-4-0 Altoona 1869 37 ex Pa. #172, D-3, acq. 11-1893.

9 2-8-0 " 1889 1392 " 1760, H-3, acq. 12-05

10 4-4-0 " 1883 811 " 1048, D8a, acq. 5-1906

11

12 2-8-0 Baldwin 1909 33352 New

13 4-4-0 Altoona 1888 1323 ex Pa. #1246, D-11, acq. 2-1910

14 2-8-0 " 1888 1338 " 696, H-3, acq. 2-1912

15 " Baldwin 1912 38185 New

16 " " 1913 40944 New Sold to Artemus-Jellico RR #16, 1933

17 4-4-0 " 1914 41306 New

18 2-8-0 " 1915 42630 New

19 " " 1916 43284 New

594 " Richmond 1906 39311 ex Southern Ry #594, acq. 19

807 " Baldwin 1910 35669 " 807, acq. 19

4025 0-6-0 Schen 1942 70404 ex U.S. Army #4025

Ligonier Valley RR cont.

Motor cars:

- M10 Brill ex Punxsutawney Coal & Coke Co., acq. 19
- M21 Gen. Elect. ex St. Louis Southwestern RR, acq. 19
- 1150 EMD 1925 c.n. 127, ex Boston & Maine RR #1150, acq.
- 1152 " " 129 " " 1152, acq.

MILLWOOD COAL & COKE Co. - See ADDENDA #5

Monessen Southwestern RR

Inc. 11-16-1912 by Pittsburgh Steel Co. at Monessen. Until about 1915 P&LE did the switching along with Pitts. Steel Co. switchers. 27 miles track. Steel plant 2½ miles long. In 1930 2 mile extension south to storage yard named Gibson. After P&W built across the river on high bridge at Gibson, a 3 mile connection built from Gibson up Speer Run (paralleling P&LE branch down on the run) climbing the hillside to a jct. with P&W at Monessen Yard (Jct.)

Became a plant facility Oct. 1980.

1	0-6-0	Richmond	1913	52838	ex Pitts. Steel Co. #1
2	"	Porter	1915	5533	ex Pitts. Construction Co.
3	"	Baldwin	1916	43011	new
4	"	Pittsburgh	"	56686	new
5	0-4-0	Porter	1911	4926	ex Pitts. Steel Co. So. 11-1950
6	"	"	1913	5404	ex "
7	0-6-0	P&LE RR	1895	1	ex P&LE #1, #9000, acq. 7-1908 by Pitts. Steel Co.
8	"	Schen.	1915	55105	new
9	"	Baldwin	1921	54459	new
10	"	Schen.	1929	68002	ex Pitts. Steel Co. #10
11	"	"	1936	68772	new
13	"	Pittsburgh	1919	60440	ex Pitts. & West Virginia #21, acq. 1938
14	2-8-0	"	1903	26329	ex P.&L.E. RR #178, 9348, acq. 1944.
15	disc.	Whitcomb	1944	60421	ex U.S. Army #8415. To Pitts. Steel #4
16-17	"	Gen. Eleo.	1948	29996, 29999	470 hp.
18	"	"	1-49	30003	470 hp.
19-20	"	"	8-49	30475, 30476	470 hp.
21	"	EMD	10-50	13573	1200 hp. SW 8
22	"	"	12-50	13574	800 SW 9
23	"	"	12-51	15562	1200
24	"	"	1-52	15563	"
25	"	"	"	15564	"
26	"	"	"	15423	800 SW 8
27	"	"	9-53	18624	1200
42	2-8-0	Pittsburgh	1903	26329	Ex P.&L.E 118/9348
5	disc.	EMD	3-55	19702	800 HP

28* EMD 1951 12992 800HP
 29 " " 12993 rem6
 30 " 1955 19702 " 5

* EX DONORA SOL. #805 SW 8

Mount Pleasant & Latrobe RR.

Inc. 8-20-1881 and opened 1881, Mt. Pleasant to South West Penna. RR, 1.1 miles. Owned by U.S. Steel Co. after 1900. Served the Standard Coke Works at Mt. Pleasant. Coke works apparently closed 1911. Poors 1912 said out of existence and Poors 1911 showed only small revenue.

#1 0-6-OT Pittsburgh 1886 c.n. 799

Pittsburgh, Westmoreland & Somerset RR.

Inc. 7-20-1899 as a logging RR Ligonier to top of mtn at Somerset County line, 15 miles in 1900. Extended in 1906 from county line to Somerset which gave a short route from Somerset to Pittsburgh. Business never adequately developed, and when lumbering was completed in 1916 op. discontinued 9-23-1916.

#610	4-6-0	Altoona	1881	590	ex Pa. #610, G-2, acq. 2-1900 10-1499
76	2-8-0	"	1880	520	" 76, H-1, " 8-1901
6	"	Baldwin	1889	9739	" 6284, H-, " 1910
?	"	Altoona	1883	848	" 6, H-1, " 1906
1482	"	"	1891	1699	" 1482, H-3, " 1906. Sold to LACHRIE COAL C.
1460?	"	Juniata	1891	15	" 1460, H-3, " 1-1914
6601?	"	Baldwin	1888	9288	" 6601, H-, " 8-1906

Scottdale Connecting RR

Inc. 9-16-1897 East Scottdale to Everson, Fayette Co., 1.0 miles. Opened 4-1899. Owned by United States Pipe & Foundry Co. *connected plant to Pa. RR and 800 in Scottdale.* Classified as a plant facility about 1918 and last filed with I.C.C in 1930. (East Scottdale maybe in Fayette Co. If so RR was entirely in Fayette.)

Locomotives: Owned 1 or 2 at any specific time and Pipe Co. supplied several for mill switching on lease basis.) #7 8-4-0 Schen 1915 55389
 BALD 1909 33752

Seward RR

Inc. 4-7-1902 from VK tower on Penna. RR in Westmoreland Co. to St. Clair Twnp. Built Seward to quarry, ½ mile (probably). Only in Poors Manual 1908 & 9 saying 1 leased loco. 1908 gave operating data but not in 1909. Corp. dissolved 1909 and Poors 1910 said abandoned.

Owned by H. S. Kerbaugh Const. Co. which owned Bloom Run RR in Somerset Co.

Turtle Creek Industrial RR

Inc. April 1982 and took over former Penna. line, Trafford to Export, 10 miles. Serves several lumber companies and industries. Loco: ADDENDA #5.

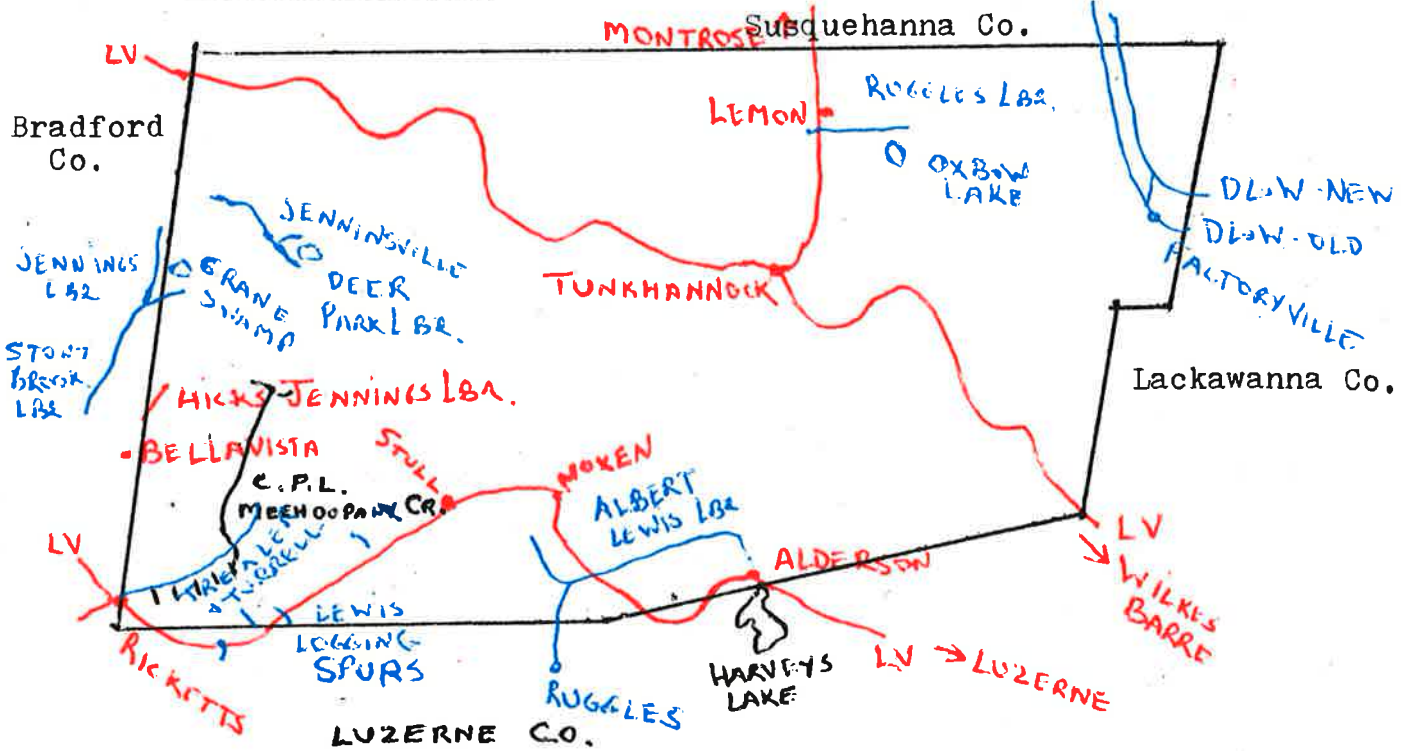
Westinghouse Interworks Ry

Inc. 2-25-1902. Located in Trafford at Westinghouse Electric Co plant, ½ mile. Connects to Penna. RR and had trackage rights Trafford to East Pittsburgh where Westinghouse had their main works. RR used to transfer materials. Classified as a plant facility about 1918 but contigunued to file PUC reports until 1952. Usually had 1 locomotive. ROSTER P. 248

Paper Railroads

- Pittsburgh & Laughlinstown RR Inc. 4-3-1837 See Allegheny Co.
- Mount Pleasant RR
Inc. 4-18-1853 Mt. Pleasant to Pitts&Connellsville RR or Uniontown Br. of Pa. RR
- Fayette & Westmoreland RR Suppl. 4-11-1859 See Fayette Co.
- Youghiogheny Coal Hollow Coal Co.
Inc. 3-17-1863. May build a RR up to 5 miles. (no location, probably Westmoreland Co.)
- Manor RR
Inc. 4-20-1864 New Salem to Manor Sta. on Penna. Central RR
- Westmoreland Coal Co.
Inc. 4-30-1864 to hold 3000 acres & RR not over 10 miles. (Westmoreland Co.?)
- Connellsville & Southern Pennsylvania RR Inc. 8-19-1864 See Fayette Co.
- Mount Pleasant RR
Inc. 3-22-1865 Mt. Pleasant to Pa. RR between Greensburg and Latrobe.
- Pittsburgh & Connellsville Mining & Mfg. RR Co. Inv. 4-12-1866 See Allegheny Co.
- Bellevernon Br. of Pittsburgh & Connellsville RR
Inc. 3-15-1871 Amisville on P.&C. RR to Bellevernon.
- New Florence & Ligonier Valley Ry
Inc. 3-22-1872 Florence to Jones Mills to Connellsville, Fayette Co.
- Turtle Creek Valley RR Inc. 7-25-1873 See Allegheny Co.
- Pittsburgh & Youghiogheny RR Inc. 2-18-1880 See Allegheny Co.
- Fulton & Washington RR Inc. 6-6-1881 See Fulton Co.
- Southern Tier RR Inc. 6-6-1881 See Franklin Co.
- Iron Bridge and Morewood RR Inc. 6-8-1881 See Fayette Co.
- Chartiers and Youghiogheny RR Inc. 6-14-1881 See Allegheny Co.
- Monongahelia & East Shore RR Inc. 7-29-1881 See Allegheny Co.
- Susquehanna, Pittsburgh & Western Ry. Inc. 7-25-1881 See Allegheny Co.
- Dawson, Broadford & Mt. Pleasant RR Inc. 8-8-1881 See Fayette Co.
- Westmoreland & Fayette RR Inc. 8-8-1881 See Fayette Co.
- Rostraver Ry Inc. 9-9-1881 See Fayette Co.
- Seaboard, Pittsburgh & Great Western Ry. Inc. 9-27-1881 See Franklin Co.
- New Haven & Youghiogheny RR Inc. 1-3-1882 See Fayette Co.
- Harrisburg & Western RR Inc. 1-25-1883 See Dauphin Co.
- Central Pennsylvania RR Inc. 6-19-1883 See Jefferson Co.
- Sherrick Run Ry. Inc. 7-19-1883 See Fayette Co.
- Paintersville & Port Perry RR Inc. 2-18-1885 See Allegheny Co.
- Pittsburgh & North Eastern RR Inc. 4-25-1885 See Allegheny Co.
- Jacobs Creek & Mt. Pleasant RR Inc. 8-7-1886 See Fayette Co.
- Fayette & Westmoreland RR Inc. 8-7-1886 See Fayette Co.
- Clearfield & Allegheny RR Inc. 7-8-1887 See Clearfield Co.
- Ohio & North Eastern RR Inc. 7-1-1889 See Fayette Co.
- Sewickly & Jeanette RR
Inc. 8-26-1891 Youghiogheny River at Big Sandy Creek north east to Little Sandy Creek to Adamsburg, Hempfield Twmp to Brush Creek.
- Youghiogheny Valley RR Inc. 2-19-1896 See Allegheny Co.
- Allegheny Central RR Inc. 12-10-1897 See Allegheny Co.
- Westmoreland Jct. RR
Inc. 8-22-1898 North Irwin north east to Guffeys Sta. on B.&O. RR, 5 miles
- Youghiogheny Terminal RR Inc. 6-6-1899 See Allegheny Co.
- Hempfield Connecting RR
Inc. 7-25-1901 South West Penn RR at South Greensburg to Ludwick, 3 miles.
- Laurel Hill RR
Inc. 4-16-1902 Boliver to Mt. Pleasant, 39 miles
- Allegheny & Westmoreland RR Inc. 3-23-1903 See Allegheny Co.
- Westmoreland Central RR
Inc. 11-18-1903 Boliver Sta. on Penna RR to Ligonier Valley RR at Lignier, 15 mil.
- Elizabeth & Webster RR
Inc. 9-30-1904 Van Kirk Sta. on P&LE, Allegh. Co. to Webster, Westmoreland Co, 10 mi.
- Avonmore & Northern Ry. Inc. 5-4-1905 See Indiana Co.
- Cedar Creek RR Inc. 8-4-1905 See Fayette Co.
- Youghiogheny & Eastern Ry.
Inc. 12-13-1905 Reduction Sta. on Pitts&Connells RR to South West Penn RR at
- Pittsburgh & Clearfield RR Inc. 12-20 1906 See Alleg. ^{Hunker Sta., 14 miles} Co.
- Greensburg, Latrobe & Eastern RR
Inc. 7-6 1909 Latrobe to Luxor, 5 miles. Corp. dissolved 1914.

COLUMBIA COAL & COKE Co. Inc. 1908? Reorganized 1912 as
GREENSBURG CONNELLSVILLE COAL & COKE Co. HAD RAIL LINE
 OFF LIGONIER VALLEY RR WHICH FROM 1917-19 WAS
 OPERATED BY L.V. RA. LOCATION UNKNOWN About 1929
 LOCOMOTIVES - UNKNOWN



County is mountainous with farming along L.V.R.R main line and Montrose Branch.

Central Pennsylvania Lbr. Co.

In 1918 built from Ricketts on former Trexler & Turrell Lbr. Co. roadbed to South Brook and down it into Meehoopany Cr. to Henry Lott Br. Logs taken over LV and S&NY RRs by trackage rights to Laquin, Bradford Co. Torn up 1921.

Deer Park Lbr. Co.

Inc. 9 1922. Had 2 saw mills on north and south sides Jennings Pond and built west thru Jenningsville and 3 or 4 miles N.W. with 36" RR using gasolene loco.
#1 0-4-0 Vulcan gasolene 1924 3412 6 tons New. Stored 1931-42 & sold to Hicks Jennings.

B. Hicks Jennings

Not inc. Built in 1942 36" gauge RR 2 miles in Tamarack Swamp on Dutch Mtn. Torn up 1943 44. Used former Deer Park Lbr. gasolene loco. Loco resold to coal company

Albert Lewis Lbr. & Mfg. Co.

Sawmill at Stull from about 1888-1906 and at Alderson 1890 until 1914-15. Except for ten mile RR out of Alderson on South Run, he used spurs built off L.V. RR Bowmans Cr branch. Log spurs into Ruggles, Soapstone Cr, Phillips, etc. up to Beaver Run. Final track removed 1914-15.

#1 "D.B.Cope" 0-6-0 Baldwin 1890 10837 New
2 2-6-0 ex L.V.RR

Ruggles & Co.

Saw mill 1 mile south of Lemon and built 36" log RR east several miles to north and east side of Oxbow Lake in 1890, 5-8 miles. Strap iron wood rails. Aband.
#1 Cl.A Climax 1890 13 tons Vertical boiler Bought new. Scrapped 1898

Jennings Bros. Lbr. See Bradford Co.

Stony Brook Lbr. See Bradford Co.

Trexler & Turrell Lbr. See Bradford Co.

Paper Railroads

Susquehanna RR Inc. 4-9 1833 See Bradford Co.

Catawissa & Towanda RR Inc. 4-1-1836 See Bradford Co.

North Branch & Lackawanna RR Inc. 5-2-1855 See Lackawanna Co.

Wyoming Valley & Ontario RR

Inc. 3-18-1868 Appalachin, Susquehanna Co. or Apolacron Cr. to Wyalusing Cr. to Meehoopany to Toby Creek to Wyoming Valley.

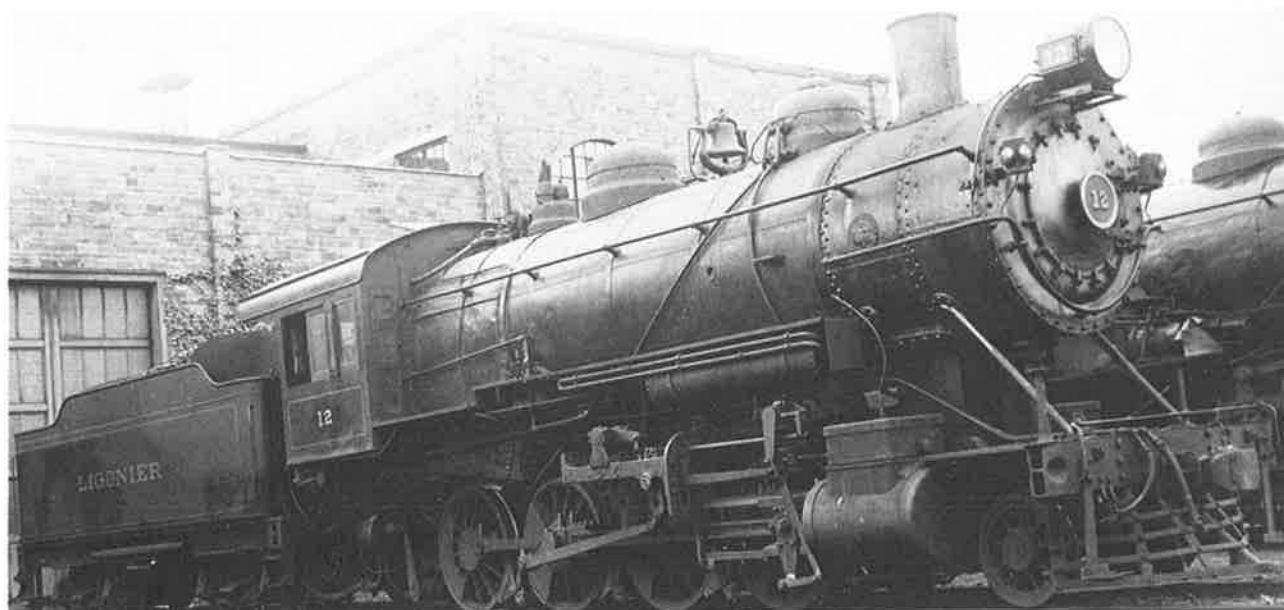
Skinner's Eddy and Little Meadows RR

Inc. 4-1-1868 Skinner's Eddy, Wyom. Co. to Little Meadows Village, Susq. Co.

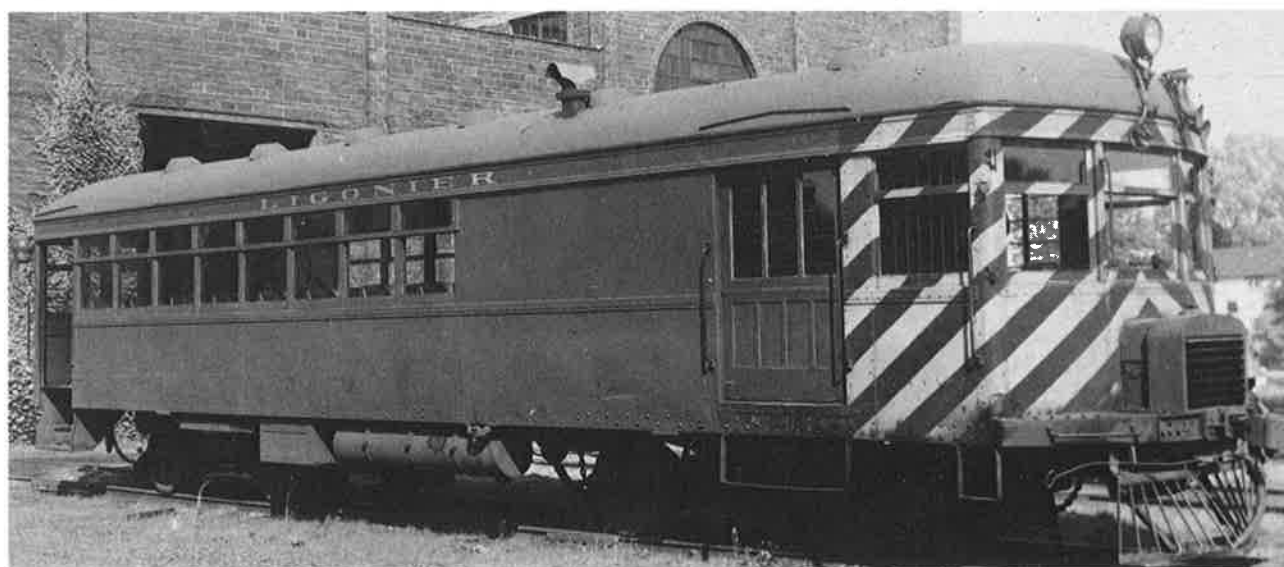
Wyoming & Sullivan RR Inc. 3-10-1873 See Luzerne Co.

Scranton, Factoryville & Tunkhannock RR Inc. 2-21-1903 See Lackawanna Co.

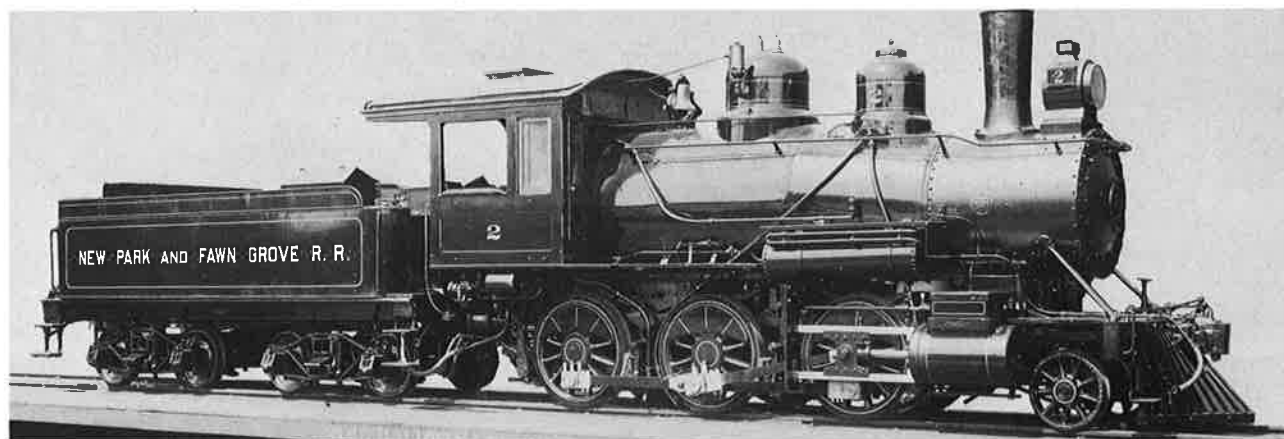
Scranton & Binghamton RR Inc. 2-21-1910 See Lackawanna Co.



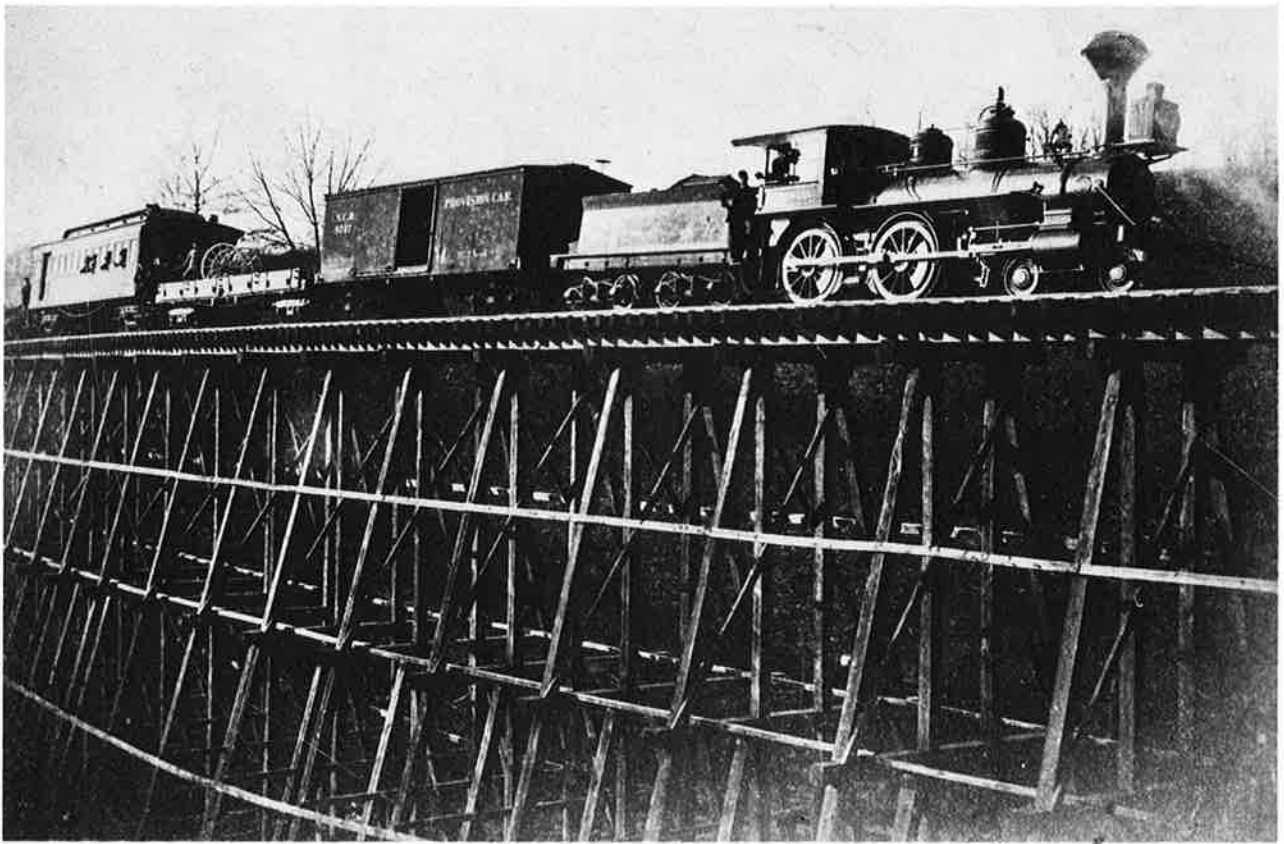
Ligonier Valley No. 12 at Ligonier in 1946 at age 37. The L.V.'s principal reason for existence was coal, and when the mines played out, the road was abandoned except for a mile or so at Latrobe which the Pennsylvania took over. Howard Davis



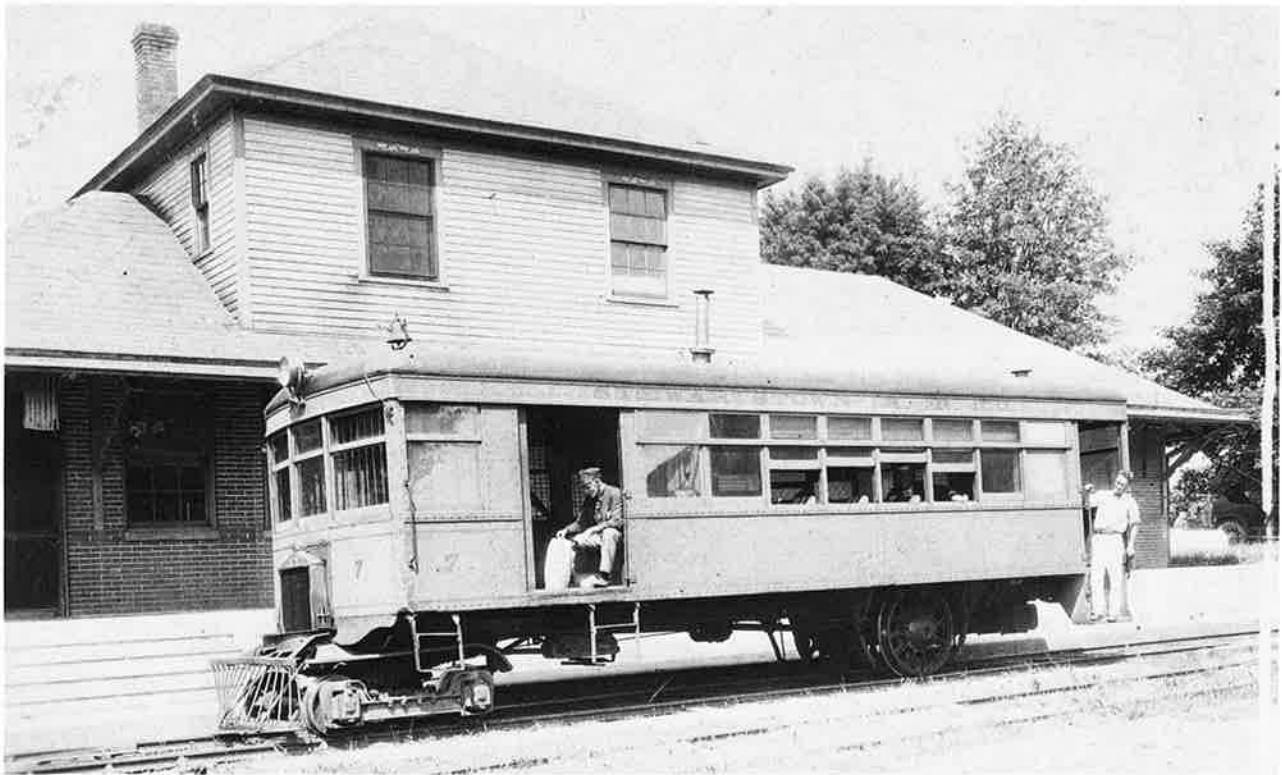
The M-21 of the Ligonier Valley photographed in 1950. Ligonier Valley RR equipment was merely lettered Ligonier. This car was a former Cotton Belt rail bus. The L. V. did a considerable passenger business carrying people from Ligonier to Latrobe to catch the Pennsy into Pittsburgh. Howard Davis



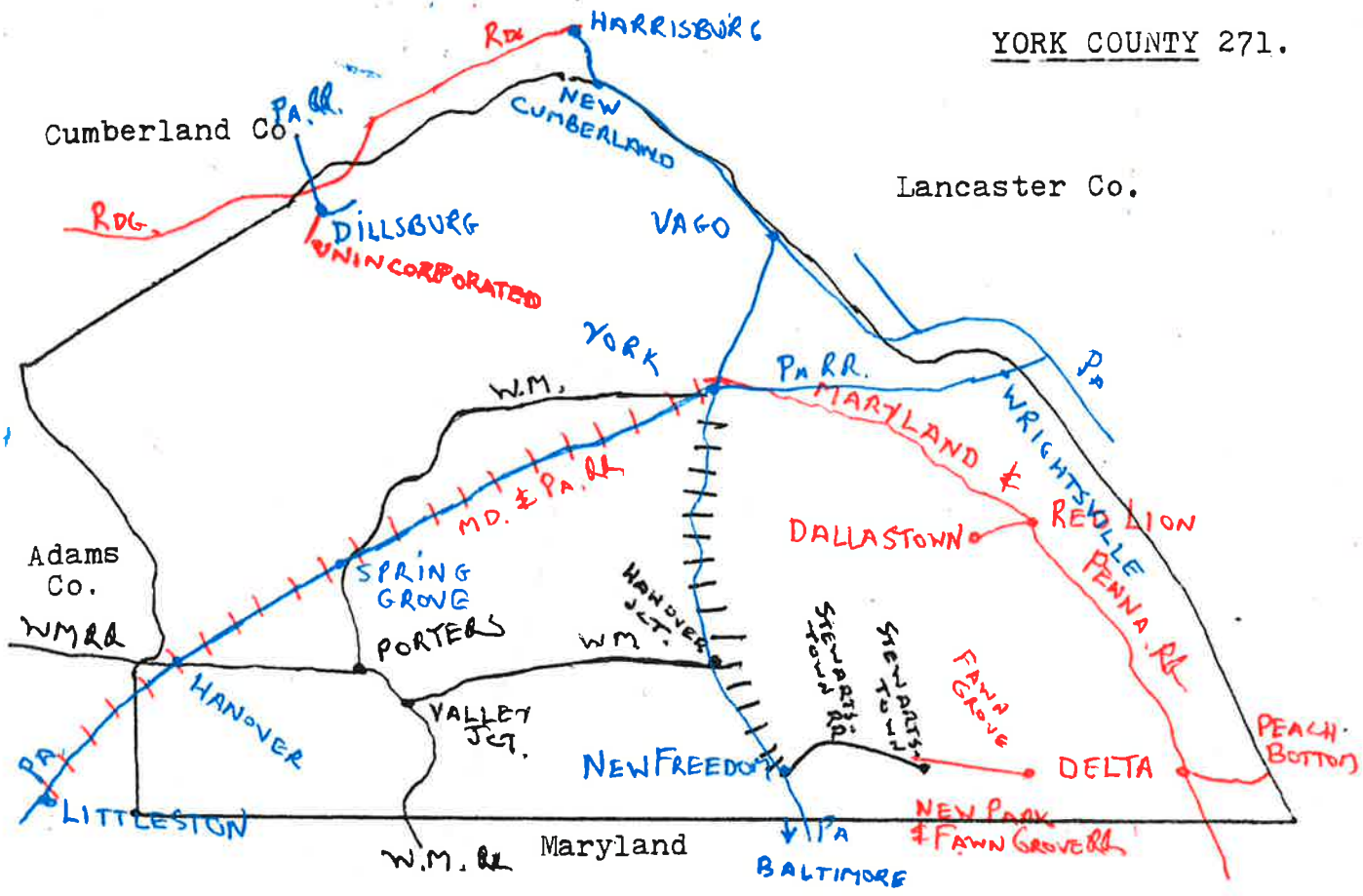
The New Park and Fawn Grove was unique in that it was an independent short line built from the end of an existing short line, the Stewartstown RR, although ultimately it was purchased by the Stewartstown and later abandoned.



Stewartstown R.R. #1, "Hopewell", bought new in 1885 and photographed on a trestle $\frac{3}{4}$ mile east of Shaffer Station; later filled in 1896. The mixed train has a Northern Central Railroad "provisions car" and in the gondola appear to be a hose cart for the Stewartstown fire department.



Stewartstown's rail bus No. 7 will soon depart from Stewartstown with a passenger or two, several sacks of mail, and maybe an express shipment. Photograph was taken in the 1930s. The substantial station and office was built in 1914.



York County is hilly farming country with York as an industrial center.

New Park & Fawn Grove RR

Inc. 5-11-1905 Stewartstown to Fawn Grove, 9 miles, serving farming. Opened 7-5-1906. Operations taken over by Stewartstown RR on 1-1-1923. Op. disc. Jan. 1934 and torn up 1935.
 #1 4-4-0 Renovo 1888 ex Pa. #4017, D-8a. Acq. 1906 from Stewartstown 1st.#3. Sc. after 1921.
 2 2-6-0 Baldwin 1914 41462 New. Sold to Stewartstown RR 1-1-1923.

Stewartstown RR

Inc. 9-22-1884 and built 1885 7.4 miles New Freedom to Stewartstown. Took over operation New Park & Fawn Grove RR 1-1-1923 (torn up 1935). RR opened 9-1885. Shut down June 1972 when 3 bridges on Penna. RR washed out between York and New Freedom. Govt. replaced the bridges in 1984 using 1972 flood money and RR resumed operations 1985.

Took over operation of former Penna. RR line York to New Freedom (owned by the state) in 1985. Roster data from George M. Hart:

- | | | | | | | |
|----|----------------|-------------|------|-------|--|--|
| #1 | 4-4-0 | Baldwin | 1885 | 7620 | "Hopewell" New. | Sold to Sabine Tram #1, 1905 |
| 2 | " | " | 1904 | 24768 | New. | Last used 1928. Sc. after 1933. |
| 3 | " | Renovo | 1888 | | ex Penna.#4017, acq. 5-1905. | Sold 1906 to New Park & Fawn Grove #1 |
| 3 | " | Removo | 1888 | | ex Penna.#1218, D8a, acq. 11-1907. | Sold 1913 |
| 4 | 2-6-0 | Baldwin | 1913 | 40016 | New. | Sc. late 1930s |
| 5 | " | " | 1914 | 41462 | ex New Park & Fawn Grove #2, | acq. late 1922. Sc. c.1946 |
| 6 | 0-4-0 | Plymouth | 1939 | | Gasolene. Acq. 12-1939. | Sold 7-1972 to Wolfboro RR, N.H., 25 Ton |
| 7 | | Brill-White | 1923 | | rail bus, New. | Out of service 1935 when pass. service discontinued. |
| 8 | 0-4-0 | Plymouth | | | Gasolene. ex U.S. Army #7578, Camp Edwards, Mass. acq. 1946. | 30 tons |
| 9 | 0-4-0 | Plymouth | 1943 | 4490 | Gasolene. ex U.S. Army, acq. 1960. | (So. CAR. STATE PORT #9) |
| 10 | Diesel Gen.El. | | 1946 | 28503 | 44 ton. ex Coudersport & Port Allegany RR #D-1. | acq. 1972 |
| 11 | 900HP EMD | | 1937 | USA | 35TON SOLD WOLFEBORO RR #9. | 250 HP |
- Ret. Ex M.A. #63, PA-NE 206, ST-NE 23

Maryland and Pennsylvania RR

The Ma & Pa was a rural country railroad which at one time did a fair amount of passenger business in Maryland for Baltimore, and maintained passenger service on a 4 hour run between York and Baltimore until the 1950s, the last real short line passenger operation along the east coast. The M&P was one of four segments of the Peach Bottom Ry of which only two were built, the eastern one becoming the Lancaster, Oxford and Southern RR. The mid section wasn't built, then M&P, and the western segment wasn't built. The records presented here are on the Pennsylvania portion only. A history of the M&P written by Geo. Hilton has been published. Planned to connect Broad Top coal fields to Susquehanna River - one of several such paper railroad proposals.

Peach Bottom Ry, RR

Inc. 3-28-1868 to run from Northern Central RR near York eastward to Susquehanna River between Muddy Creek and Maryland State line.

Suppl. 4-7-1873 says may build west to Berlin in Adams County.

" build east of Susquehanna River.

Built the Lancaster, Oxford & Sou section first, opened to Goshen in 1874 and 20 miles Oxford to Dorsey completed 1878, 3' gauge.

Built York to Delta, 35 miles, 36" gauge, opened in 1878

Reorg. in March 1882 for the section in York County as the York & Peach Bottom RR.

Locomotives for York operation: Reorg. Sept. 1881 as P.B.RR.

1 0-6-0 Porter 1874 CN 190

2 " " " 205

3 0-6-6 Mason 1876 " 561 19 tons. Kept only briefly. Disposition unknown

4 2-6-0 Baldwin 1878 " 4442

These locomotives became Y&PB RR.

York & Peach Bottom RR

Inc. 3-1882 as reorg. of Peach Bottom RR in York County, Delta to York, 35 miles and Delta to Peach Bottom 6 miles. 3' gauge.

Built Delta to Peach Bottom 1881/82

Aband. Peach Bottom to Slate Hill by

Reorg. 4-21-1891 by consolidating with Maryland Central RR (in Md. from Baltimore to Delta) to form Baltimore and Lehigh RR.

Locomotives: Pittsburgh records say Y&PB #15 and 16 becoming Balt & Lehigh 15&16. I believe they are Y&PB 5 & 6 so as to agree with Peach Bottom RR above.

5 2-6-0 Pittsburgh 1882 624 New Became Balt. & Lehigh #15? 3' gauge

6 4-4-0 " 1884 705 New " " #16

Baltimore & Lehigh RR

Inc. 4-21-1891 as consolidation of York & Peach Bottom RR (York to Delta, Pa.) and Maryland Central RR (Md. state line at Delta to Baltimore) 3' gauge

Locomotives were those of Y&PB and Maryland Central.

Note: earlier Baltimore & Lehigh Co. in Maryland prior to Maryland Central and it purchased new locomotives subsequently probably becoming Maryland Central and later B&LRR of 1891. B&LRR of 1891 bought no new engines.

Reorg. Nov. 1, 1894 as the York Southern RR in Pennsylvania and Baltimore & Lehigh Ry. in Maryland.

York Southern RR

Inc. 11-1-1894 as the former Baltimore and Lehigh RR trackage in Pa, York to Delta. 3' gauge.

Converted to Std. G. in 1895.

Reorg. 2-14-1901 as Maryland & Pennsylvania RR

1 4-4-0 Baldwin 14354 7-1895 Became M&P #1

2 2-6-0 " 14408 8-1895 " 2

3 4-4-0 " 14547 11-1895 " 3

Dallastown RR

Inc. 10-10-1897 Dallastown Jct. to Dallastown, 1.2 miles.

Opened 6-1-1899 and leased to York Southern

Merged: "disappears". No mention in Poors or in Harrisburg.

Referred to as Dallastown Branch RR.

Maryland & Pennsylvania RR

Inc. 2-14-1901 as consolidation of York Southern RR (York to state line at Delta) and Baltimore and Lehigh Ry (Delta to Baltimore) Std. gauge.

Abandoned Peach Bottom to Slate Quarry, 3 miles

Slate Quarry to Delta & in Md. to Red Lion, 1970

Red Lion to York, 1984

Relayed track to Peach Bottom from Delta for power plant construction

Acquired former Penna. RR lines: At York built by York and Maryland RR, 2 1/2 miles (central Branch; York to Hanover, 20 1/2 miles (western branch) built by Hanover and York RR. Leases Hanover to Littlestown, 6 miles (built by Littlestown RR). Acq. 197.

UNINCORPORATED RR NEAR DILLSBURG ON DOGWOOD RUN, 3' ga. Built ~1902
FOR IRON ORE, LATER USED FOR BRICKWORK'S CLAY, TORN UP LATE
TEENS/EARLY '20s.

Maryland and Pennsylvania RR cont.

1	4-4-0	Baldwin	1895	14354	ex York Southern RR #1
2	2-6-0	"	"	14408	" #2. Sc. 1924
3	4-4-0	"	"	14547	" #3.
		Balt. & Lehigh RR made standard gauge 1900 and bought 5 new Richmond locomotives which were too heavy and so sold immediately. They then bought 3 second hand engines which became M&P #20-22 in 1901.			
4	4-4-0	Richmond	1901/Nov.	3287	New Bol after 1946
5	"	"	"	3288	" Not used after 1936, and gradually scrapped.
6	"	"	"	3289	" Sc. after 1946
20	0-4-OT	Wilm. shop	1887		ex Pa. A-2, bought by F&E in 1900; M&P 1901. *
21	4-6-0	Altoona	Oct. 1881	599	Pa. G-2 #628, acq. 1900 "
22	"	Altoona	Oct. 1881	597	Pa. G-2 #620 Sold 1909 to So. Fla & Gulf #4
23	2-8-0	Baldwin	1902	20003	New
24	"	"	"	20004	"
25	"	"	1905	25426	"
26	"	"	1912	38697	"
27	4-6-0	"	1906	29760	"
28	"	"	1910	34995	"
29	0-6-0	"	1913	39492	New
30	"	"	"	40913	"
41	2-8-0	"	1914	41504	"
42	"	"	"	41505	"
43	"	"	1915	58491	"
80-83	EMD	SEE ADDENDUM #83 bought from Steelton & Highspire RR S. Pa. DIESEL			

* Sold to Canton RR at Baltimore in 1906. 36 tons. Ex Phila. Wilm & Balt. Had a saddle tank and separate tender on M&P

paper Railroads

Paltimore & Peach Bottom RR
Inc. in Maryland. Act. 4-3-1837 may extend their RR from state line to Peach Bottom on Susquehanna River

Chambersburg & Gettysburg RR Inc. 5-20-1837 See Franklin Co.

Shrewsbury RR
Inc. 3-25-1839 Shrewsbury, York Co. to York and Maryland Line RR.

Hanover and Codorus RR Inc. 7-2-1839 Hanover, York Co. thru Jefferson to RR between York and Maryland Line.

Wrightsville, New Holland, & Conewago RR
Inc. 4-19-1853 from York and Cumberland RR at Roth's Creek, Manchester Twp, York Co. to New Holland and down Susquehanna River to Phila. & Columbia RR at Wrightsville.

Caledonia & South Mountain RR Inc. 2-13-1867 See Cumerland Co.

New Freedom and Maryland Line RR
Inc. 4-2-1870 New Freedom, York Co. to Maryland state line.

Shrewsbury Ry
Inc. 4-26-1870 from Northern Central RR to Shrewsbury, York Co.

York Springs RR Inc. 10-12-1878 See Adams Co.

State Ridge and Delta RR
Inc. 3-18-1879 Maryland line at Delta to Delta Sta. on Peach Bottom RR, 1 mile.

York and Schuylkill RR
Inc. 2-2-1892 Red Lion, York Co. to Lorberrry Gap, Schuylkill Co., 65 miles

York Springs and Dillsburg RR Inc. 6-21-1892 See Adams Co.

York Springs RR
Inc 9-19-1898 York Springs to Dillsburg, 9 miles

Susquehanna & Tidewater RR
Inc. 8-11-1902 Wrightsville to Maryland along Susquehanna River, 30 miles. Merged with Baltimore and Harford RR (Md.) 12-31-1902 to form Tide Water and Southern RR.

Fawn Grove and Delta RR
Inc. 3-1-1906 Fawn Grove to Delta, 7 miles.

Dillsburg and Wellsville RR
Inc. 9-19-1909 from Dillsburg and Mechanicsburg RR at Dillsburg to Wellsville, 7 1/2 miles.

Dillsburg and South Mountain RR
No indication that this railroad was inc. Never in Poors, etc. The name may be an error for York Springs and Dillsburg RR or York Springs RR. Was to run from Dillsburg to York Springs and Bermudian Springs. Partly graded. SEE MINIMAR IRON CO.

York & Black Mountain RR
Inc. 9-19-1890 south end of York to top of Shunks Hill, 2 miles. Corp. dis. 1899-1900

Tidewater & Susquehanna RR
Inc. 12-31-1902 as a merger of Susquehanna and Tidewater RR and Baltimore & Harford RR (Md) Corp. dis. 1907-8

Baltimore & Ohio RR
Inc. 2-27-1828

Baltimore & Ohio RR Co. in Penna.
Inc. 9-25-1912

Berlin RR
Inc. 7-⁻⁷⁹ IN MARYLAND 7-79

Buffalo Valley RR E.
Inc. 4-1-1868

Fayette County RR
Inc. 5-1-1857

Glenwood RR
Inc. 7-20-1896

Mt. Pleasant and Broad Ford RR
Inc. 4-6-1870

Ohio & Baltimore Short Line RR
Inc. 5-10-1881

Pittsburgh & Connellsville RR E.
Inc. 4-3-1837

Uniontown & Waynesboro RR
Inc. 4-18-1853 4-6-54

Salisbury RR E
Inc. 6-8-1875 5-8-75

Salisbury & Baltimore RR & Iron Co.
Inc. 2-17-1871

Somerset and Cambria RR
Inc. 1-27-1879 1-27-79

Somerset & Mineral Point RR
Inc. 3-17-1868

Indian Creek Valley RR E. Leased 1-1-1927
Inc. 5-17-1902 3-21-11

Rockwood & Bakersville RR
Inc. 5-23-1907

Mt. Jewett, Kinzua & Riterville RR E. Leased 11-1-1932 Ab. 1942.

Pittsburgh & Western RR E. (See separate sheets)

Buffalo, Rochester & Pittsburgh RR E. Leased 1-1-1932. See separate sheets

Buffalo & Susquehanna RR E. Leased 1-1-1932; Sold 6-1-1954
See separate sheets

E. - Had their own locomotives.

Additional Information:

"The Story of the Baltimore and Ohio Railroad" by Hungerford

9-25-12

6-1-54

1980 OR DISSOLVED

B. & O. RR

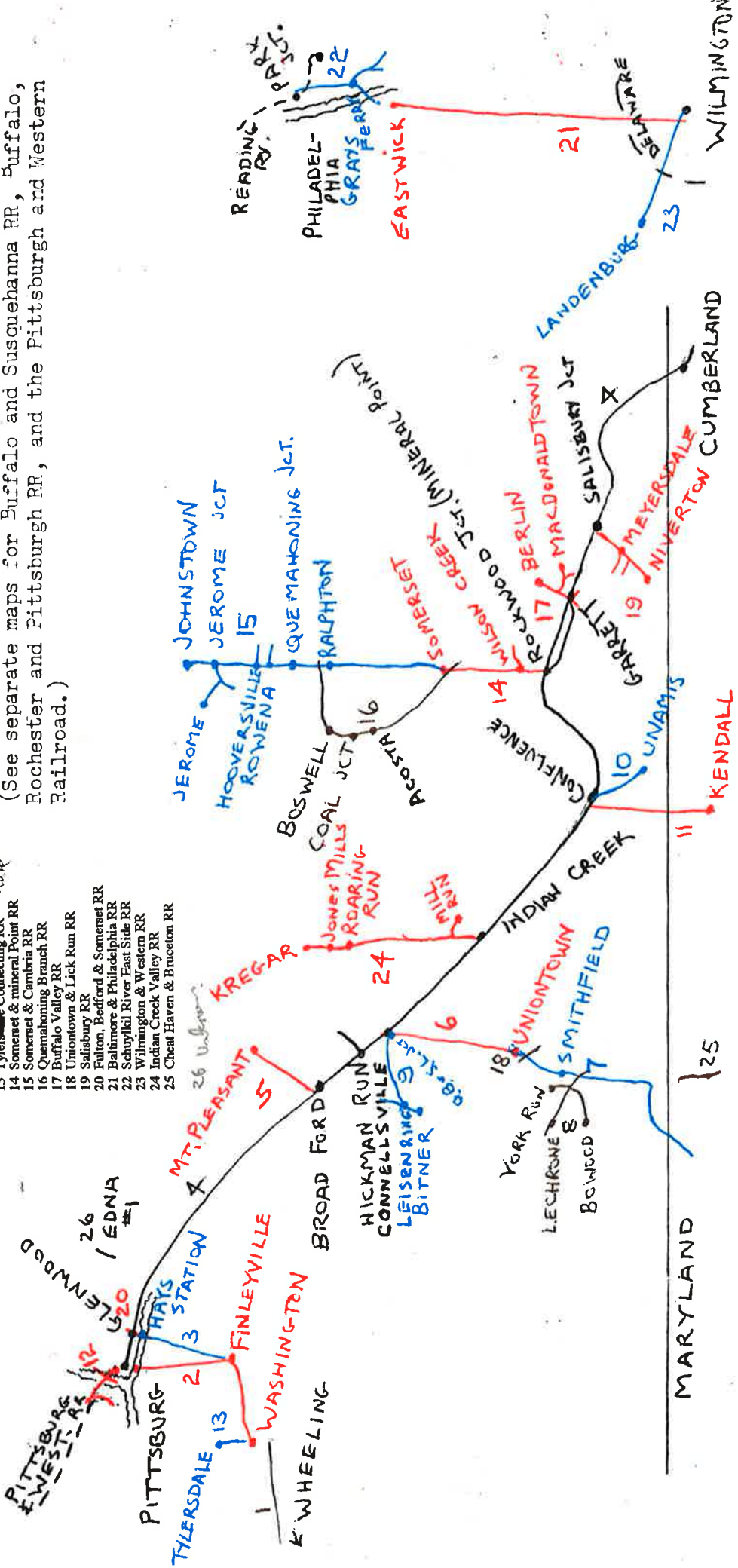
<u>Confluence & Oakland RR</u> Inc. 4-2-1890	1902	1941-44	
<u>Drony Lbr. Co..</u> Private RR			
<u>Quehahoning Branch RR</u> Inc. 9-3-1901			
<u>Schuylkill River East Side RR</u> Inc. 6-29-1885			
<u>Smithfield & Masontown RR</u> Inc. 7-19-1899			
<u>Tylerdale Connecting RR</u> Inc. 6-8-1899			
<u>Uniontown & Lick Run RR</u> Inc. 3-10-1891			
<u>Pittsburgh Junction RR E.</u> Inc. 8-6-1881	Merged 1942-1944 into Pittsburgh & Western RR		
<u>Pittsburgh Local RR</u> Inc. 9-27-1880	8-6-81		
<u>Baltimore & Philadelphia RR</u> Inc. 1-4 1883			1944-1946 or after 1961
<u>Baltimore & Philadelphia Ry</u> Inc. 1 4-1883	- -83		
<u>Delaware Western RR</u> Inc. 2-22-1877	2-22-77		
<u>Wilmington & Western RR E.</u> Inc. 4-17-1869			
<u>Fairmont, Morgantown & Pittsburgh RR</u> Inc. 8-10-1893	8-10-93		
<u>State Line RR</u> Inc. 4-11-1884			
<u>Wheeling, Pittsburgh & Baltimore RR</u> Inc. 1-15-1872	- -(87)		
<u>Hempfield RR E.</u> Inc. 5-15-1850		1887	
<u>Baltimore & Ohio Short Line RR</u> Inc. -1884		1884	
<u>Pittsburgh Southern Ry.</u> Inc. 3-23-1879		3-23-1879	
<u>Pittsburgh Southern RR</u> Inc. -1879-80			
<u>Pittsburgh, Castle Shannon & Western RR E.</u> Inc. 7-3 1877	1879		
<u>Pittsburgh RR</u> Inc. 1-10-1879			
<u>Washington RR</u> Inc. 1-10-1878			

E. - Had equipment.

BALTIMORE AND OHIO RAILROAD - MAIN LINE SYSTEM

(See separate maps for Buffalo and Susquehanna RR, Buffalo, Rochester and Pittsburgh RR, and the Pittsburgh and Western Railroad.)

- 1 Hempfield RR
- 2 Pittsburgh Castle Shannon & Washington and Pittsburgh Southern RR
- 3 Pittsburgh Southern RR
- 4 Pittsburgh & Connellsville RR
- 5 Mount Pleasant & Broadford RR
- 6 Fayette County RR
- 7 State Line RR
- 8 Smithfield & Masontown RR
- 9 Ohio & Baltimore Short Line RR
- 10 Droney Lbr. Co.
- 11 Confluence & Oakland RR
- 12 Pittsburgh Junction RR
- 13 Tylersville Connecting RR
- 14 Somerset & Mineral Point RR
- 15 Somerset & Cambria RR
- 16 Quemaoning Branch RR
- 17 Buffalo Valley RR
- 18 Uniontown & Lick Run RR
- 19 Salisbury RR
- 20 Fulton, Bedford & Somerset RR
- 21 Baltimore & Philadelphia RR
- 22 Schuylkill River East Side RR
- 23 Wilmington & Western RR
- 24 Indian Creek Valley RR
- 25 Cheat Haven & Bruceton RR
- 26 *Western*



(Excluding Pittsburgh & Western RR (Pittsburgh to Chicago line), Buffalo, Rochester & Pittsburgh RR (Pittsburgh to Buffalo), Buffalo, and Susquehanna RR (DuBois to Potter County).

Baltimore & Ohio RR

Inc. and authorized 2-27-1828 to build through Penna on its route from Baltimore to the Ohio River. No exact location specified.

Authorized 4-21-1846 in Bedford Co. at Wills Creek and Monongahalia River to Ohio River. The P&O built no track in Pennsylvania. Subsidiary companies did it all. It built to Philadelphia to connect with the Reading. Its branches in Somerset County were for coal. Its line toward Wheeling was for

Pennsylvania. Baltimore & Ohio RR Co. in Penna. leased to B&O 1912, merged

Baltimore & Philadelphia Ry

Confluence & Oakland RR leased 5-1-1890, merged 1941-44.

Droney Lbr. Co. private RR bought 1902

Fairmont, Morgantown & Pittsburgh RR, merged

Pittsburgh Junction RR leased 1-1-1902, merged

Quemahoning Branch RR merged

Schuylkill River East Side RR merged

Smithfield & Masontown RR merged 1941-44.

Tylers ^{dale} Connecting leased 1899, merged ?
Uniontown & Lick Run RR leased 1-25-06, merged 1914
Wheeling, Pitts. & Balt. RR, " 1871, merg. ?

Baltimore & Ohio RR Company in Pennsylvania

Inc. 9-25-1912 as consolidation of Berlin RR, Fayette County RR, Glenwood RR, Mt. Pleasant & Broad Ford RR, Ohio & Baltimore Short Line RR, Pittsburgh & Connellsville RR, Salisbury RR, Somerset and Cambria RR.
No equipt. Merged into B&O 1912.

Baltimore & Ohio Short Line RR

Inc. 1884 as successor to Pittsburgh Southern RR Glenwood to Washington, 34.3 mi.
Merged 8-5-1887 into Wheeling, Pittsburgh & Baltimore RR. No locos.

Baltimore & Philadelphia Ry, RR

Inc. 1-4-1883 from Pa. state line to Eastwick (southside of Philadelphia.) 20 miles.
Reorg. 1883 as B&P RR as consolidation of Delaware Western RR (Delaware State Line to Landenburg, Pa.) and B. & P. Ry.

Built to Eastwick in 1884 where it connected with Schuylkill River East Side RR to take P&O trains thru center of Philadelphia and to Reading RR.
MERGED INTO B&O AFTER 1961.

Crum Creek Br. from B&O up Crum Creek to Avondale 2 mi built 1852 by Thomas Leiper to serve his quarry. Acquired by B&O 3-15-1887. Extended south to Reading Ry and Baldwin Loco. Works. Operation disc in 1930s to quarry but line to Baldwin used until after Baldwin closed. Ab. to Avondale in mid 1940s. Ab. .5 mile B&O to Rdg ICC auth 7-15-1974

Berlin RR

Inc. 7-1-1879 ^{in Maryland} as reorg of Buffalo Valley RR, Berlin Station to Garrett, 8.1 miles, opened Jan. 1876. Owned by B&O and merged 9-25-1912 into B&ORR Co. in Pa.

Built coal mine branch from Niver Jct. to MacDonaltdtown, 1.8 miles, built in 1904. Mine closed and operation discontinued 1923-24. ICC auth. aband. 1-31-1935.

ICC auth. aband 1.9 miles 12-15-1971, exact location not specified except part of Niver Rr. Had loco. of Buffalo Valley RR and then used B. & O.

Buffalo Valley RR

Inc. 4-1-1868 Mouth of Buffalo Creek, Somerset Co. to its headwaters.

Built Berlin Station to Garrett, 8.1 miles. Opened 1-1876.

Had loco but operated as branch of Pittsburgh & Connellsville RR. Loco. was second hand or else leased from P. & C.

Reorg. 7-1879 as Berlin RR

Locomotive built 1874. 22 tons, by Pittsburgh & McKeesport Car & Loco. works.
Transferred to Berlin RR.

Cheat Haven & Bruceton RR

Inc. in Maryland by Kendall Lbr. Co. Had half mile of track in Penna. from Lake Lynn (headwaters) where it connected with State Line RR. B&O acquired the company after logging done, 2-1-1927
ICC auth. aband. from Lake Lynn to Cheat Haven, W.Va., 5.4 miles 6-10-1965. Several mines.

Confluence & Oakland RR

Inc. 4-2-1890, built 1889, from Confluence to Kendall, Md., 19.7 miles.

Leased to B&O 5-1-1890. Probably intended to serve saw mill.

No locos. Whites Creek Branch, Whites Creek Jct. to Unamis, 8.3 miles, acquired from

Droney Lbr. Co. in 1902, assigned to C.&O. RR as Droney's RR had been private line. ICC

auth. aband. 3-6-1941 Conf. to Kendall because dam will flood line. Only 1 mine left.

Delaware Western RR

Inc. 2-22-1877 as reorg. of Wilmington & Western RR (Wilmington to Landenburg, Pa., 18.2 miles.) Merged with Balt. & Phila. RR in 1883 to form Balt. & Phila Ry. Had locos.

Droney Lbr. Co.

Private. Confluence to Unamis, 7 or 8 miles to serve saw mill of Droney at Unamis. Sold to B&O in 1902 to serve a coal mine. Aband. 1939 after coal mine closed. ICC auth. 7-25-1939 Whites Creek Jct. to Unamis, 8.7 miles. Op. disc. 1934 after mine closed. Castleman

Fairmont, Morgantown & Pittsburgh RR

River bridge washed away March 1936.

Inc. 8-10-1893 as consol. of State Line RR and F. M. & P. RR (Md. corp.)

Built the Redstone Branch, Moores Jct. to Moores.

Merged into B&O after 1961?

Fayette County RR

Inc. 5-1-1857 Uniontown to Connellsville, Fayette Co.
Built. 12.7 miles prior to 1861. Leased to Pittsburgh & Connellsville RR 11-1-1861.
No locos. Merged into B&O RR Co. in Pa. 9-25-1912.

FULTON, BEDFORD & SOMERSET RR, page 40.

Glenwood RR

Inc. 7-20-1896 2.5 miles in Pittsburgh, Marion Jct. to Wheeling Jct. Double track
Leased to Pittsburgh & Connellsville RR from beginning. **From P&C AT 2ND, GLENWOOD TO P&C AT MANOR AND LAUGHLIN JCT.**
Merged into B&O RR Co. in Pa. 9-25-1912. No locos.

Hempfield RR

Inc. 5-15-1850 Greensburg, Westmoreland Co. to West Newton and branch to Donegal Twp.,
Washington Co. To run to Wheeling, W. Va. 76 miles.
Built from W. Va. state line to Washington, Pa. 16 miles and opened Oct. 1857.
Locomotives had **B 3** in 1860. **"VIRGINIA" 4-4-0 TAUNTON 1856. NEW DUMPFREY BOILER C.N. 210**
Sold to B&O March 1871 and reorg. as "healing, Pittsburgh & Baltimore RR"
" **"SPEEDWELL" 4-2-0 BALD 1838 106 EX MORRIS GESSER E.C. N.J. Acq. 1857.**
" **"UNION" " " 1838-9 117 or 169 EX C.N.J. & CUMBERLAND PA. Acq 1865. Sc. 1871**

Indian Creek Valley RR

Inc. 5-17-1902 For lumber purposes. From mouth of Indian Creek in Fayette County north
up the creek to Mill Run. on east side of creek.
Built 1908 to Rogers Mills. Extended to Jones Mills, 22 miles, 1910. (Acquired rights
of Youghiogheny & Ligonier Valley RR when Y&LV abandoned.)
Rockwood & Parkersville RR merged in 3-21-1911 (never built)
Leased to B&O 1-1-1927 after final saw mill closed so as to serve coal mines.
ICC auth 11-2-1926 to take over 4 mile line of Blair Lbr. Co. from Jones Mill to mine at
Fregar.

ICC auth. 1-24-1927 B&O RR to acquire I.C.V.
ICC auth. aband. 5-11-1939 Mill Run Br. from Mill Run Jct., 1.3 miles and 3.9 miles from
Jones Mills to Fregar. 1-30-1965 aband. Jones Mills to Roaring Run., 1.4 miles. 6-
13-1972 Indian Creek Jct. (on B&O main line) to Roaring Run, 17.6 miles. Coal mine
closed in 1967.

1	4-6-0	Pittsburgh	1896	1593	ex P&LE #83, 9154.	Bought 1909.	Sold to B&O #181
2	"	"	1893	1434	" " 75	" " "	182
3	2-8-0	Baldwin	1911	36669	new	" " "	440

Mount Jewett, Kinzua & Riterville RR

See Independent railroads. Sold and leased to B&O 11-1-32. Aband. 11-17-42, Mt. Jewett
to Kusehqua, McFean Co., 4 miles.

Mount Pleasant & Broad Ford RR

Inc. 4-6-1870 Mount Pleasant, Westmoreland Co. to Broad Ford, Fayette Co. 9.6 miles.
Built as above April 1870.
Suppl. 5-20-1871 may extend in any direction from Mt. Pleasant and from Broad Ford to
Monongahelia River.
Leased 4-1870 to Pittsburgh & Connellsville RR. No. locos.
Merged into B&O RR Co in Pa. 9-25-1912

Ohio & Baltimore Short Line RR

(Actual built)
Inc. 5-10-81 Greene Jct. to Elm Siding, 7.2 miles. Also and later called O&BSL Jct. to Bit-
ner, 6.9 miles. **Connellsville** Served Bitner coke ovens.
Intended to build from B&O RR at O&BSL Jct. to Washington, Pa., 4.6 miles. Reason unknown.
In 1885 referred to as O&BSL Jct. to Morrell & Trotters, 9.3 miles (Eastern Division)
Merged into B&O RR Co. in Penna. 9-25-1912. Aband. prior 1936.

Pittsburgh RR

Inc. 1-10-1879 Pittsburgh to Castle Shannon, 3 miles, 3' gauge. Not built? Would dupli-
cate the Pittsburgh and Castle Shannon RR. Const. may have begun.
Merged 3-23-1879 with Washington RR and Pittsburgh Southern RR to form new Pitts. Sou.RR

Pittsburg & Connellsville RR

Inc. 4-3-1837 to run from Pittsburg to Connellsville along Monongahelia and Youghiogheny
Rivers. 58.4 miles
Amendment 4-18-1853 Connellsville to State Line, 84.6 miles as part of an extension to Cum-
berland, Md.. May extend in Bedford & Sommerset Cos. to connect with Chambersburg & All-
Suppl. 4-6-1854 may take over right of way of Uniontown and Waynesboro RR. **any other.**
Opened 1860 Pittsburgh to Connellsville; 1870 Connellsville to Cumberland.
Leased to B&O RR 12-13-1875 **OPENED Connellsville-West Newton, 25 mi 9-13-55**
Had locomotives. **" WEST NEWTON - TURTLE CR., 15 mi 11-27**
Built Hickman Run Jct. to Cora mines, 2.1 miles **- TURTLE CR. - PITTS 1860**
Leased Fayette County RR, Connellsville to Uniontown, 12.7 miles and used part of its
track in the P&C main line.
Suppl. 3-21-1855. Extend a branch to Dunlop's Creek mouth in Fayette Co. on Monongahelia.
Suppl. 8-19-1864 May be acquired by Connellsville & South Eastern RR. (At this time less
than 1/2 had been completed.)
Merged 9-25-1912 into B&O RR in Pa.
ICC auth. aband 1-31-1935 1.8 mile Hickman Run branch to Cora mine.
late 1955/early 1956 6.8 mile line on south side of river adjacent to W.M.Ry. track from
Garret to Rockwood Jct. abandoned.
ICC auth aband. 6-21-1967 .8 miles at McKeesport from Huey Ave. west to 12th Ave. Will use P,
" 6-14-1974 .5 mile Port Perry Branch between Bessmer and Bessemer Jct. **L.F.**

Pittsburgh and Ohio RR
Pittsburgh & Connellsville RR locomotives:

1	Harmor Denny	4-4-0	Baldwin	1854	621	54"	dr. 18 tons	B&O #702
2	Geo. Washington	"	"	"	628	"	"	" #703
3		0-8-0	Winans	1857				
4	Allegheny	4-4-0	Baldwin	1855	653	"	" ex Pitts. & Stuebenville RR	B&O #704
5							bought 1857 #4.	B&O #705
6			Murray &	1857			new (maybe #5)	B&O #706, 306
7		4-6-0	Hazleton	1868	66	"	"	" #707, 41
8		4-4-0	Pitts.	1868	66	"	rbt 1867	B&O #708, 41
9		4-4-0	Loans & Canal	1859				B&O #709
10	2nd	4-4-0	Baldwin	1860	985	54"	dr. 18 tons	" #710
11		4-4-0	Pittsb.	1867	13			Pen 4 (2nd)
12		4-4-0	"	1868	29			" #711
13		4-6-0	H.R. Dunham	1863			rbt 1869	" #712, 15
14		4-6-0	Baldwin	1864	1309	28 tons		" #713
15		4-4-0	Heyward &	1865				" #714
16			Bartlett	1867				" #715
17		2-6-0	Pitts.	1868	30			" #716
18		4-4-0	"	1869	63			" #717, 47
19		4-6-0	"	1870	69			" #718
20		4-4-0	"	1868	29			" #704, 46
21		"	B&O	1869				" #705, 40
22	19-28	4-6-0	Davis camel	Mt. Clare Shop,	B&O 1870-71		Became B&O 719-728	
23	29-33	4-4-0	Grant	1871	(Grant record says built for B&O #729-733)			
24		0-4-0	Pittsburgh 1871	c.n. 169			B&O #734	

2nd 10
ren. from
14

2nd 14
5

Pittsburgh, Castle Shannon & Washington RR

Inc. 7-3-1877 Pittsburgh to Washington, 30 miles, 3 foot gauge.
Built 1877 Castle Shannon where it connected with Pittsburgh & Castle Shannon RR, to Finleyville, 12.3 miles. Inc. to run Castle Shannon via Library and Finleyville to Wrights, 14 miles.
Completed 1879 to Washington, 36 miles. (charter subsequently changed.)
Reorg. as Pittsburgh Southern RR 1879-78.

Pittsburgh Junction RR

Inc. 8-6-1881. Re Inc. 12-21-1881 as consolidation of Pittsburgh Local RR and Pitts. Jct. RR.
Opened 9-1-1884 from Laughlin Station on B&O RR to Willow Grove on Pitts. & West RR, 4.5 miles. Also 43rd St. to 9th St. except from 16th to 20th streets, .4 miles.
Intended as the connecting link between B&O and P&W for extending B&O toward Chicago.
Leased to B&O and time of opening. Ab. 1970-80. south end below 14th St
Merged into Pittsburgh & Western RA 1942-1943

1	0-4-0	Pitts.	1886	845	8	6	0-6-0	"	1892	1336	322
2	"	"	1888	792	9	7	"	"	1893	1407	323
3	0-6-0	"	1889	902	318	8	2-8-0	"	1895	1545	1756
4	0-4-0	"	1891	1256	10?	9	"	"	"	1546	1757
5	"	"	"	1281	11	10	2	"	1898	1839	1758

Pittsburgh Local RR

Inc. 9-27-1880 to build from 9th ward Pitts. along south bank Allegh. River to jct. Allegh& Monong. River, then north bank Monong. in southerly direction to Grant St and then across river to 30th ward, then north to city line, 6 miles.
Not known if some track built. Merged 12-21-1881 into Pittsburgh Jct. RR.

Pittsburgh Southern RR, Ry.

Inc. APR. 1878 as Reorg. of Pittsburgh, Castle Shannon & Washington RR which in 1877 had built from Castle Shannon to Finleyville, 12.3 miles
Merged 3-23-1879 with Pittsburgh RR and Washington RR as Pitts. Southern Ry.
Merged 5-6-1881 with Pittsburgh Southern Ry. (W.Va.) as Pittsburgh Southern Ry
Built 1878 Castle Shannon to Banksville to connect with Little Saw Mill Run RR which had 3rd rail laid rather than connect with Pitts. & Castle Shannon at Castle Shannon which had 4" gauge difference. L.S.M.R RR laid 3rd rail as did P&W for 1 mile to reach Pittsburgh station from ISMP RR.
Stock control acq. by B&O in 1883 who then built br. Finleyville to Glenwood, 15.7 mi in 1883, std. gauged Finleyville to Washington, and ab. Finleyville to Pitts.
Foreclosed 11-20-1884 and bought by B&O. Reorg. 1884 as Balt. & Ohio Short Line RR.

Locos: Data from Victor Koenigsberg and Clare Rogers.

- 1 26-0 Pitts. 6-78 386 New. Sold c. 11-84 to Somerset County RR #1
- 2 " Porter 10-76 264 # Emlenton, Shippenville & Clarion #6, acq. 9-78.. Sold c. 1-84 to Grafton & Greenbrier #2
- 3 see #7 below Sold c. 4-85 to Atlantic & Danville RR #4.
- 4 2-6-0 Brooks 10-73 213 leased from Parker & Karns City #1, \$2-79. Sold 4-80 to Bradford, Bordel & Kinzua RR #2
- 5 4-4-0 Pitts 2-80 404 New. Sold c. 7-82 to Pitts&West. #3
- 5 " " 5-82 581 ex Cleveland, Delphos & St. Louis #5 but not delivered. Acq. 6-82. Sold c. 4-85 to Columbus & Rome #3
- 7 2-6-0 Porter 5-78 307 New. First engine and given #7 as a continuation of Pittsburgh & Castle Shannon RR number series. Ren. #3 in late 1878 or 1879.

Quemahoning Branch RR

Inc. 9-3-1901 Frieden Sta. on Somerset & Cambria RR to Glessner, Jenner Twnp, 25 miles
 Built Quemahoning Jct., north of Somerset to Acosta, 19.9 miles. After 1910 extended
 Acosta to Pitts., Westmoreland & Somerset Jct. at Somerset, 10 miles. Between 1910
 and 1915 extended Somerset to Roberts, 3.3 miles.
 Merged into B&O after 1961? Aband: See Somerset & Cambria RR.

Rockwood & Bakersville RR

Inc. 5-23-1907 Glade Run, near Rockwood, to Bakersville, Somerset Co. Not built.
 Merged 3-21-1911 into Indian Creek Valley RR.

Salisbury RR

Inc. 6-8-1875 to acquire uncompleted Salisbury & Baltimore RR. Completed 1878 Meyersdale
 to Salisbury, 8.5 miles to serve coal mines. Operated by B&O, but had a loco.
 Merged 9-25-1912 into B&O RR Co. in Pa.
 Built Salisbury Jct. to Meyersdale to Niverton coal mine 12.6 miles; Grassy Run Jct. to
 coal mine 2.5 mi; Hocking Jct. to Cumberland. 1.1 mi.
 ICC auth. aband. 12-15-1971 Niverton to Salisbury, 3.3 miles; 1-3-1985 West Salisbury to
 Meyersdale, 4.8 miles.

#1? 2-6-0 National Loco. Works 7-1877. New. Later B&O #901. Sc. 1894.

Salisbury & Baltimore RR & Iron Co.

Inc. 2-17-1871 as a renaming of Elk Lick Coal, Lumber & Iron Co.
 Sold May 1875 to Salisbury RR. Had partly graded Meyersdale to Salisbury, 8.5 mi.

Schuylkill River East Side RR

Inc. 6-29-1885 to serve as the main line of the B&O in downtown Philadelphia. Connect
 with Baltimore & Philadelphia RR at Eastwick, cross the river, go thru Phila. and connect
 at Park Jct. with Reading Ry., 3.8 miles. Opened 12-2-1886
 Built Delaware Branch - Grays Ferry Road Tunnel to Reed St., 5.4 mi.
 Point Breeze Br. - Jackson St to Pt. Breeze, .3 mi.
 Oregon Ave. Extension - Swanson St. to Salt Works, .5 mi.
 Snyder Ave. Br. - Moore St. to Jackson St. 1.4 mi.
 Merged into B&O after 1961?

Sharpsville RR

In Mercer County. B&O controlled by stock ownership but always independently operated.
 See Mercer County independent railroads.

Smithfield & Masontown RR

Inc. 7-19-1899.
 Built: S.&M. Jct. to Leckrone, 7.9 miles; York Run Jct. to York Run and Frick Coke Co.,
 2.4-3 miles; Crozier Run Branch from Strum to Bowood, 2 miles.
 Merged 1942-43 into B. & O. Leased to B&O 1999
 ICC auth. aband. 2-2-1972 York Run Jct. to York Run, 2 miles. Remainder of branch to
 Collier (Frick Coke Co.) previously torn up.
 ICC auth. aband. 3-14-1978 Strum to Leckrone, 4.4 miles. (Distance from Strum to Leck-
 rone on map is 7 miles, and so not all torn up. At least 4 miles of branch apparently
 left in to Smithfield. Bowood branch torn up unknown date.

Somerset & Cambria RR

Inc. 1-27-1879 as reorg. of Somerset & Mineral Point RR (or on 8-16-1879): Somerset to
 Rockwood, 9 miles.
 Built Somerset to Johnstown, 36 miles, opened 11-3-1881. Branch Jerome Jct. to Jerome,
 Leased to B&O 1881. No locos. 4 miles
 Merge into B&O RR Co. in Pa. 9-25-1912
 ICC auth. aband. 9-6-1957 6.0 miles Boswell to Ralpton; 1-20-1972 .9 miles part of Jer-
 rome branch (4 mile branch from Jerome Jct. to Jerome with 1 mile spur south to Que-
 mahoning Reservoir (in 1914) Not know where .9 mile track was; 2-2-1972 1.3 mile branch
 to a mine at Hooversville; 11-27-1972 2.9 miles Boswell to Coal Jct.

Somerset & Mineral Point RR

Inc. 3-17-1868. Built Mineral Point (Rockwood) to Somerset, 9.1 miles in 1871.
 Leased 1871 to Pittsburgh & Connellsville RR
 Had loco. Foreclosed 12-1-1874 and reorg. under same name 2-8-1875.
 Sold 1-8-79 and reorg. as Somerset and Cambria RR 1-27-1879
 Auth. 8-12-1873 to extend from Somerset to Johnstown.
 ICC auth. aband. 12-14-1971 3.3 miles Wilson Creek Branch east into Black Twnp.(all)

State Line RR

Inc. 4-11-1884 Fayette County RR at Mt. Braddock to West Va. on Monogahelia R., 26 miles
 Built Uniontown to Smithfield and state line, 17.2 miles 1888-1890 and branch.
 Merged 8-10-1893 into Fairmont, Morgantown & Pittsburgh RR. No Loco.

Tylerdale Connecting RR

Inc. 6-8-1899 Tylerdale to West Washington, .7 miles. Connected with B&O and Penna. RR and each owned half. Penna. RR sold their interest to B&O. Merged into B&O ^{AT SCOT DALE} AFTER 1961
 B&O listed RR as 1.4 miles long with 2 miles of sidings serving an industry(s). May have had a branch, Sugar Creek Br.
 ICC auth. aband. 8-13-1958 .8 miles south of Jct. to Lincoln Hill; 7-22-1974 .7 miles of Sugar Creek Br. in Canton Twnp.

Uniontown & Lick Run RR

Inc. 3-10-1891 Lick Run Jct. (south of Uniontown slightly) to Frick Coke Co., .4 mi. ^{BUILT}
 Leased 1-25-1906 to B&O RR Inc. Uniontown to Hopwood (Lick Hollow) 4 mi. 1891?
 Merged - into B&O 1942-43

Uniontown & Waynesboro RR

Inc. 4-18-1853 in Fayette & Greene counties. Tax never paid for registration.
 Suppl. 4-6-1854 said may transfer rights to Pittsburgh & Connellsville RR

Washington RR

Inc. 1-10-1878 Wrights, Peters Twnp, Washington Co. to Washington and from Jct. 3 1/2 miles south of Wrights to Taylors, Beth. Twnp, Wash. Co. 32 miles. 3' gauge.
 Merged 3-23-1879 into Pittsburgh Southern RR Not built, or const. just begun.

Wheeling, Pittsburgh & Baltimore RR

Inc. 1-15-1872 to acquire Hempfield RR, Wheeling, W. Va. to Washington. B&O owned
 Purchased by B. & O. RR at foreclosure 5-1-1871.
 Acquired Pittsburgh Southern RR 8-5-1887, Finleyville to Washington, 18.6 miles.
 Baltimore & Ohio Short Line RR consolidated into it 8-5-1887, Wheeling Jct. Pa. to Wheeling, W. Va. 62.45 mi. Branch Riverside, to West Homestead, .8 mi.
 Merged - into B&O after 1961?

Wilmington & Western RR

Inc. in Delaware. Pa. Act 4-17-1869 may extend and connect with Delaware & Penna RR (Pa. and Del. RR) when it is built in Pa. in White Clay Creek.
 Suppl. 4-13-1870 may construct to Kennet Area, Chester Co.. Intended Wilmington to Oxford, Pa. 35 miles.
 Built Wilmington to Landenburg, Pa. 18.2 miles by 1875. Bankrupt 1875
 Reorg. 2-22-1877 as Delaware Western RR. Had locos. ICC auth. aband Landenburg to Southwood 2 miles 12-11-1942.

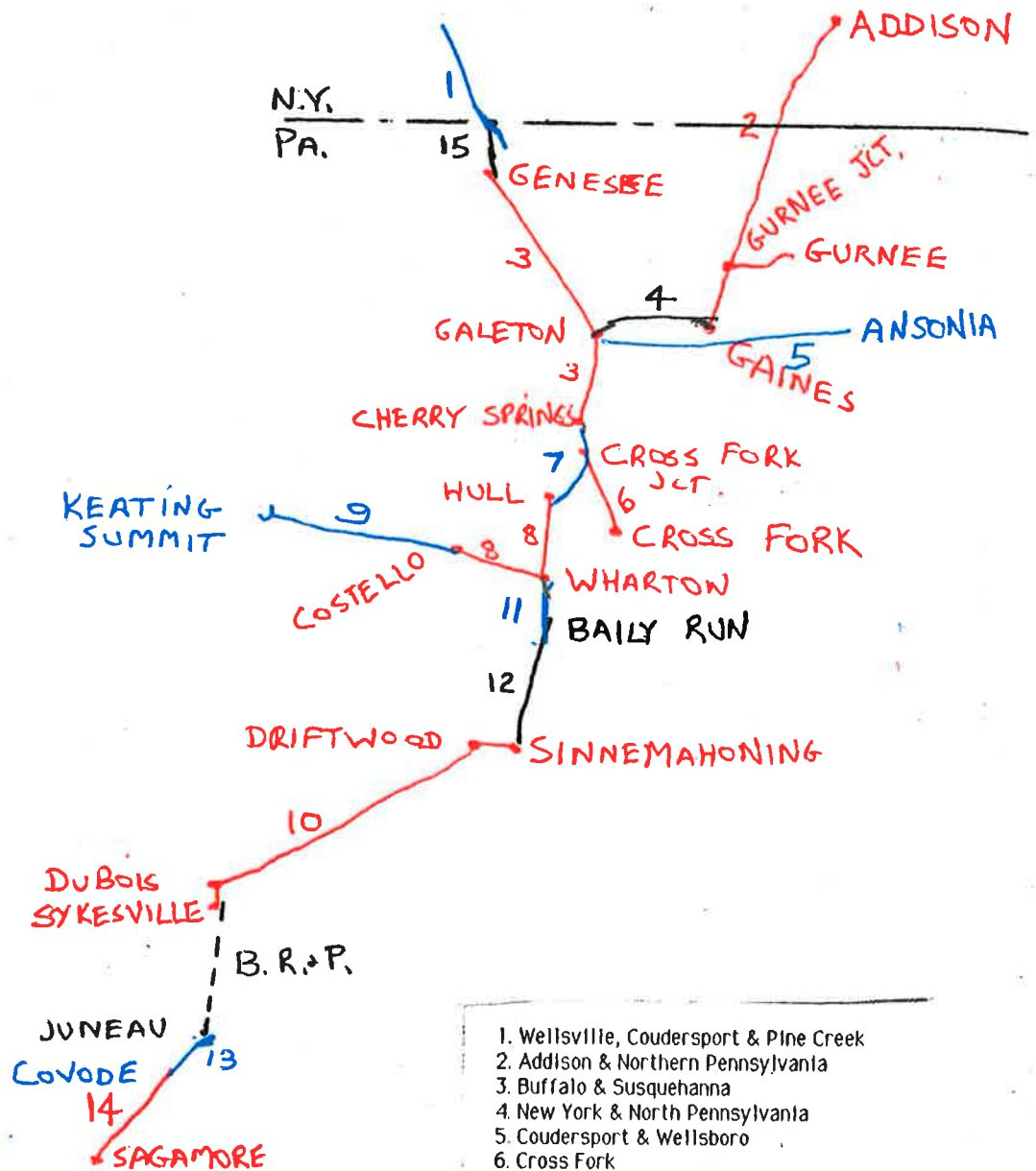
- 1
- 2 4-4-0 Ball 1872 2824
- 3
- 4 4-4-0 Baldwin 1872 2890

In 1893 the W&W is listed as buying two engines from Rogers, Nos. 10 and 15. However company had passed out of existence in 1877.

Unknown

Several short branches have been constructed, but no indication given under what charter:
 Adamsburg Branch (Edna Branch). 2 miles running north off Penna. RR 4 miles east of Hermine to Edna Mine #1. Line abandoned in 1955 along with trackage rights over Penna RR from near Sewickley (Youghiogheny Jct.). B&O also had trackage rights over Penna. RR from Hermine 1 1/2 miles to a mine (either Edna #1 or one just south of it.)
 Leisenring Branch running off Ohio and Baltimore Short Line RR at Leisenring and running 2 miles north to ovens at Trotters (just south of Connellsville).

BUFFALO AND SUSQUEHANNA RAILROAD



1. Wellsville, Coudersport & Pine Creek
2. Addison & Northern Pennsylvania
3. Buffalo & Susquehanna
4. New York & North Pennsylvania
5. Coudersport & Wellsboro
6. Cross Fork
7. Cherry Springs
8. Susquehanna
9. Sinnemahoning Valley
10. Susquehanna & Southern
11. Goodyear Lumber Co.
12. Northern Susquehanna
13. Southwestern DuBols
14. Plumville
15. State Line

Additional information:

Railway & Locomotive Historical Society Bulletins Nos. 49 & 70.
 Buffalo & Susquehanna RR by Paul Pietrak

BUFFALO & SUSQUEHANNA RAILROAD
(BALTIMORE & OHIO RR)

WELLSVILLE, ADDISON & GALETON
1-1-1956

B. & O. RR					
Buffalo & Susquehanna RR E.	Inc. 12-30-1913			LEASED TO B.O 1-1-32	
Buffalo & Susquehanna RR E.	Inc. 10-7-1891	12-30-13			
Sinnemahoning Valley RR E.	Inc. 5-8-85				
Susquehanna RR	Inc. 8-31-1891				
Cherry Springs RR	Inc. 7-14-1893	9-7-93			
Cross Fork RR	Inc. 4-12-1893				
Coudersport & Wellsboro RR	Inc. 1-2-1892				
Wellsville, Coudersport & Pine Creek RR E.	Inc. 11-14-1881			LEASED TO B.O 1-1-32	
Northern Susquehanna RR	Inc. 1-31-1900				
Galeton & Eastern RR	Inc. 5-31-1898				
New York & North Penna. RR	Inc. 8-1-1883	7-14-1898			
Addison & Northern Penna. RR*	Inc. 6-19-1882	7-27-1897			
Susquehanna & New York RR	Inc. 5-31-1896				
Addison & Penna. RR**	Inc. 7-21-87	5-29-1898			
Addison & Northern Penna. RR*	Inc. 6-19-1882	7-21-1897			
Addison & Susquehanna RR	Inc. 6-21-1898 N.Y. State			LEASED TO B.O 1-1-32	
Addison & Penna. RR**	Inc. 7-21-87	5-10-1898			

LEASED TO B.O 1-1-32

STATE LINE RR
INC. 11-10-1890
SUSQUEHANNA & SOUTHERN RR
INC. 8-12-1902

Southwestern DuBois RR
INC. 6-5-1905
PLUMVILLE RR
INC. 4-29-1905

6-1-54

6-1-1954

*Addison & Northern Penna. RR became Addison & Pa. RR (Addison, N.Y. to Gaines) and New York & North Penna. (Gaines to Galeton, 5 miles)
**Addison & Penna. RR became Susq.&N.Y. RR in Pa. and Addison & Susq. in New York State.

BUFFALO AND SUSQUEHANNA RAILROAD
(BALTIMORE & OHIO RR)

The Buffalo & Susquehanna Railroad was a combination of two separate railroads which came together at Galeton. From the east and the Erie RR was the narrow gauge Addison and Northern Pennsylvania and its connecting link to Galeton, the New York and North Pennsylvania RR. The railroad line tapped the lumber and tannery businesses. The Goodyears built the Sinnemahoning Valley from the Western New York & Pennsylvania RR at Keating Summit to open up their timber lands, and eventually it reached Galeton and Ansonia. The Goodyears then extended their rail line south to coal fields and to Buffalo to deliver the coal and coke to the steel mills. With a round-about route to Buffalo and two steep mountain grades north of Hull and Galeton, coal hauling costs bankrupted the railroad. Mileage was cut back to Wellsville. Coal was shipped to Buffalo over the Pennsylvania RR from Driftwood.

Buffalo & Susquehanna RR

Inc. 10-7-1891 Cherry Springs to Galeton, 12 miles. Built 1893
Reorg. 9-7-1893 by consolidating Sinnemahoning Valley RR, Susquehanna RR, Cherry Springs RR, Cross Fork RR into B&S.

Coudersport and Wellsville RR merged into B&S 9-29-1894
4-1-1901 Northern Susquehanna RR, Galeton & Eastern RR, Susquehanna & New York RR merged into B&S. 6-30-1905 Susquehanna & Southern RR merged in; 2-11-1907 Southwestern

DuBois RR merged in; 4-3-1907 Plumville RR merged in. State Line RR merged 11-2-95.
Built: Galeton to Perryville (G. nessee) 25 miles. opened 1-1-1896

Bought and leased Wellsville, Coudersport & Pine Creek RR 9-1-1895

Reorg. 12-30-1913 after extension to Buffalo from Wellsville separated.

Leased to B&O RR, who bought all the stock, 1-1-1932. Merged into B&O 6-1-1954.

B&O sold to Wellsville, Addison & Galeton RR from Wellsville to Galeton to Ansonia and

Addison. See W.A.&G.RR. (independent railroads.)

Loco.: See page 286.

Aband.: Keating Summit to Austin 1936 Austin to Burrows (8 miles south of Galeton) and Wharton to Medix Run 1942 following flood. Medix Run to Penfield torn up about 1972 after practically no use for 20 years. Had been kept in case of coal reactivation. Elkland to Addison torn up 1959, Gaines to Elkland 1976. Flooded and not rebuilt ~~as~~ was Galeton to Wellsville June 1972. Galeton to Ansonia aband. 1982-83.

ICC auth. aband: 5-21-1943 Burrows to Sinnemahoning, 44.5 miles and Austin to Wharton, 9 miles following flood damage.

12-14-1943 4.9 miles DuBois to Sykesville (jct. with BR&P) and to build a .8 mile connector track at DuBois with BR&P

2 1952-4 Sinnemahoning to Driftwood; 2 1952-4 Driftwood to Medix Run. track left at Medix Run for potential coal strippers. Almost never used 1960s for anything. ICC auth. aband. Medix Run to Sabula 20.2 miles, 10-19-1971.

Addison & Northern Pennsylvania RR

Inc. 6-19-1882 in N.Y., 7-13-1882 in Penna. Consolidated as A&NP in 1884.

Built Addison, N.Y. to Gaines, Pa. 41 miles, 36" gauge Opened 11-27-1882

Built Gurnee Jct. to Gurnee coal mine, 4 1/2 miles (north of Gaines several miles) 1883

Reorganized in 1887 as the Addison & Penna. RR (Addison to Gaines) and New York and

North Penna. RR (Gaines to Galeton, 5 miles) Had locomotives
Intended to serve tanneries and lumber industry.

Addison & Northern Pennsylvania - A. & Pa. RR

All locomotives bought new, 3' gauge. Std. gauged in 1893

1	2-6-0	Hinkley	1882	1575	"Charles L. Pattison"	
2	"	"	"	1576	"George R. Blanchard"	
3	4-4-0	"	"	1582	"B. C. Shelton"	Sold Balt. & Lehigh #12
4	"	"	"	1583	"J. E. Jones"	" " " #13
5	0-4-OT	"	1883	1609	"Frank M. Baker"	
6	2-6-0	"	1887	1702	"Thomas C. Platt"	
1	4-4-0	Erie	1881		ex NYL&W 144, 1893. Became B&S #132	
2	"	"	1882		155 " " " 133	
3	"	"	1881		238 " " " 134	
12	2-6-0	Baldwin	1873	3193	ex Bradford, Eldred & Cuba #12, B. & O. #12, 4-88	

The 6 narrow gauge engines were sold in 1893.

In 1898 when the A&P was broken up into two companies, it is not known which of the three std. g. engines went to each company. When the B&S acquired the companies in 1901, it acquired the locomotives.

Addison & Pennsylvania RR

Inc. 7-21-1887 as Reorg. of Addison & Northern Penna RR, Addison, N.Y. to Gaines.

Leased N.Y. & North Penna, RR, Gaines to Galeton, 5 miles in 1887.

Reorg. 9-1892 with same name and changed to standard gauge in 1893.

Sold 5-20-1898 their line in N.Y. State to Addison & Susquehanna RR and in Penna. to Susquehanna & New York. Addison & Penna. then leased back and operated by B&S

until merged into B.&O. RR in 1954.

Acquired by Goodyears in 1898.

Cherry Springs RR

Inc. 7-14-1893 and built in 1893 from Hull (Conrad) to top of mountain at Cherry Springs, 12 miles. Merged into B&S 9-7-1893. To tap forest lumber.

This was one of several railroads organized by the Goodyears within a year or so to extend their line to Galeton. Why separate corporations instead of just a single one is unknown. They owned all the stock in each of them. No locomotives

Coudersport and Wellsboro RR

Inc. 1-2-1892 and built Galeton to Ansonia, 13.2 miles, std. gauge, opened 10-27-1894 by the Goodyears. Merged into B&S 9-29-1894. No locomotives
Intended to give outlet for lumber moving to Fall Brook's Pine Creek RR.

Cross Fork RR

Inc. 4-12-1893 and built in 1893 from Cross Fork Jct. to Cross Fork, 13.2 miles to serve saw mill of Laclawanna Lbr. Co. Merged 9-7-1893 into B&S. No locomotives

Galeton & Eastern RR

Inc. 5-31-1898 as reorg. of New York and North Pennsylvania RR, Galeton to Gaines, 5 miles. Leased to Buffalo & Susquehanna RR summer 1898 and merged into B&S 4-1-1901. Aband. 1901. This line paralleled the B&S line which went to Ansonia. No locos.

Goodyear Lbr. Co.

This company built logging railroads, none of which were used subsequently in common carrier service except for the line from Wharton south several miles to Bailey Run. This was built in 1898 and became subsequently part of the line to Sinnemahoning.

New York & North Pennsylvania RR

Inc. 8-1-1883 to run from Gaines to Coudersport. Built Gaines to Galeton, 5 miles, and leased to Addison & Northern Penna. RR. 3' gauge
Foreclosed 5-20-1898 and reorg. as Galeton & Eastern RR 5-31-1898 No locomotives.

Northern Susquehanna RR

Inc. 1-31-1900 Wharton to Sinnemahoning.
Built Bailey Run to Sinnemahoning, 16.0 miles and took over Goodyear Lbr. Co. log RR from Wharton to Bailey Run built in 1897-98. Track to Sinnemahoning built 4-15-1901
Merged into B&S April 1, 1901.

Plumville RR

Inc. 4-27-1905.

Built Covode to Sagamore (near Plumville) 18.6 miles, opened 5-1-1907.
Merged into B&S 4-3-1907. Served coal mines. ICC auth. Aband. 12-1-1955
(Covode was 3/4 mile inside Indiana Co. from Jefferson Co.)

Sinnemahoning Valley RR

Inc. 5-8-1885 and built Keating Summit to Costello, 12.2 miles, opened 12-14-1885 to serve Austin saw mills and Costello tannery. Owned by the Goodyear Lumber Co.
Merged 9-7-1893 into B&S RR.
Abnd. to Austin from Keating Summit in 1936 and washed out in 1942 flood to Costello and down to Sinnemahoning.

All locomotives of the Goodyear Lumber Co. were lettered S.V. RR until Sept 1893 when the newly organized B&SRR took it over. Subsequent logging locomotives were lettered Goodyear as were S.V. locos. retained in the logging operation.

					Origen-Disposition	
1	2-6-0	Baldwin	1885	7678	New. B. & S. #101, 1893	
2	2-8-0	Dickson	1879	228	Boston, Hoosic Tunnel & Western RR #5, bought 1885. Sold to NYO&W #90, 1887	
2	2-6-0	Rhode Is.	1871	297	NYO&W #23, bought 1887. Sold 1888.	
2	2-8-0	Baldwin	1888	9121	New. B&S #102, 1893	
3	0-4-0	Dunkirk	? 1880?		Goodyear Lbr., acquired 1885. Number removed 1892. Transferred back to GICo. 1893	
3	0-6-6-0	Baldwin	1892	12526	New. B&S #103, 1893	
4	2-6-0	Rhode Is	1871	299	NYO&W #25, bought 1887. Sold 1888.	
4	3	truck	Shay	1888	206	New. Goodyear Lbr. #4, 1893
5	2	"	"	1886	157	New. Swift Creek Lbr. Co., Ala. pr. 1892
5	3	"	"	1892	376	" Goodyear Lbr. #5, 1893
6	"	"	"	1887	175	" #6
7	2	"	"	1889	224	" J. H. Gamman & Co., Ark. 1891/2
7	3	"	"	1892	377	" Goodyear Lbr. #7, 1893
8	2	"	"	1889	236	" Paint Rock Coal & Coke, Tenn 1891/2
8	3	"	"	1892	378	" Goodyear Lbr. #8, 1893
9	"	"	"	1890	286	" #9, 1893
10	"	"	"	"	287	" #10, "
11	"	"	"	1892	379	" #11, "

Southwestern DuBois RR

Inc. 6-5-1905 and built Juneau to Covode, 3.6 miles. Opened 5-1-1907.
Built in conjunction with Plumville RR. Not known why there were two corporations.
To serve coal mines.
Merged into B&S 2-11-1907. ICC auth. aband. 12-1-1955

State Line RR

Inc. 11-10-1890 Stateline (NY-Pa.) to Perryville (Genesee) 1.6 miles, Built 1890-91 and operated by Wellsville, Pine Creek & Coudersport RR.
Merged into B&S RR 11-2-1895

Susquehanna RR

Inc. 8-31-1891 and built Costello to Wharton to Hull (Conrad), 14 miles in 1892.
Merged 9-7-1893 into B.&S.
Intended to reach forest lands to cut and extend Goodyear's railroad to Galeton.
Abandoned in 1942 after flood washouts.

Susquehanna & New York RR

Inc. 5-31-1898 as reorg. of Addison & Pennsylvania RR (foreclosed 5-20-1898), New York State line to Gaines and Gurnee Branch. Acquired by the Goodyears at this time. Leased to P&S summer 1898; merged into B&S 4-1-1901. Gurnee branch aband. early 1900s.

Susquehanna & Southern RR

Inc. 8-17-1902 to run from Sinnemahoning to DuBois and 10 miles beyond. Total 56 miles built Sinnemahoning to DuBois, Oct. 1904, and DuBois to Sykesville, 4 miles, coke plant in Feb. 1905.

Merged into P&S 6-30-1905.

Aband. Sinnemahoning to Medix Run 1942 and to DuBois/Penfield in 1970s.

Wellsville, Coudersport & Pine Creek RR

Inc. 11-14-1881 and built Wellsville, N.Y. to Perryville (Genesee at state line, 12.3 mi) opened Sept. 1890. Extended to Perryville by the State Line RR in 1890

Brought hamlock back to the Wellsville hammeries.

Sold to P&S 9-1-1895. Sold to P&O and leased by P&S 1-1-1932. Merged into P&O RR 6-1-1954

1 4-4-0 P.W.&B RR 1873 ex Phil., Wilm & Balt. #58, bought 1881. Became P&S #131 in 1895 when B&S bought WC&PC. Sold 1904 to Buffalo, Arcade & Attica RR #2.

Poors Manual only listed railroad as having one locomotive.

Wellsville, Addison & Galetton RR

Inc. 10-18-1954 and took over remaining sections of P&O 1-1-1956: Wellsville to Galetton to Gaines to Ansonia; Galetton to Burrows; Gaines to Addison. See Potter County independent railroads.

BUFFALO & SUSQUEHANNA

Organized Sept. 7, 1893. First roster, Sept. 1893 to January 1895.

101	2-6-0	Baldwin	#7678	9/1885	50 1/2-18x24	Ex Sinnemahoning Valley #1. Last known owner, J.J. Newman Lbr. Co. #16. Off the road by 6/13/95 when new #101 was ordered	
102	2-8-0	Baldwin	#9121	3/1888	46-20x24	Ex S.V. #2. Sold, date uncertain as this road number was not again assigned until 1907	
103	0-6-6-0	Baldwin	#12526	3/1892	9 1/2x16 and 12x16	Vauclain compound. 150,000 lbs. total wt. Sold after 3/1894. Bit. as S.V. #3	
103	2-8-0	Baldwin	#14011	5/1894	47-20x24	Class 10-34E-1421. Replaced B&S 1st 103. Sold S.F. & E. 1917	
104	2-8-0	Baldwin	#13471	5/1893	47-20x24	Class 10-34E=1221	Disposition unknown
105	2-8-0	Baldwin	#14012	5/1894	47-20x24	Class 10-34E-1447	Sold
106	2-8-0	Baldwin	#14209	1/1895	47-20x24	Class 10-34E-1442	Sc. 1916
107	No locomotive						
108	4-6-0	Baldwin	#13879	12/1893	55-19x24	Class 10-32D-544	ren. 121
109	4-6-0	Brooks	#2412	2/1894	55-19x24		ren. 122
110	4-6-0	Baldwin	#14017	5/1894	55-18x24	Class 10-32D-355	ren. 123
111	4-6-0	Baldwin	#14018	5/1894	55-18x24	Class 10-32D-351	ren. 124

On April 18, 1895, four 2-8-0s were ordered from Baldwin, to be numbered 107-110 incl., except that the front number plate of #108 was to be cast with numbers #112 instead of #108; the engine otherwise was to have #108 on the sandbox, cab and tank. The purpose as stated in a letter from Mr. Goodyear to Baldwin was to change Engine No. 10-32D-544 from #108 to #112 by trading front number plates when new engine #108 arrived. These four engines were as follows;

107	2-8-0	Baldwin	#14324	6/1895	47-20x24	Class 10-34E-1455	Sold Maritime Coal Ry & Power Co. 1915
108	2-8-0	Baldwin	#14325	6/1895	47-20x24	Class 10-34E-1456	Disposition unknown
109	2-8-0	Baldwin	#14350	7/1895	47-20x24	Class 10-34E-1457	Sold Wellsville & Buffalo RR
110	2-8-0	Baldwin	#14351	7/1895	47-20x24	Class 10-34E-1458	Sc. 1916

Prior to this order for new 2-8-0s, the 4-6-0s had been kept in a group beginning with 108. It is obvious that by the time engines #109 and 110 of the last group were delivered, the four 4-6-0s were renumbered as follows; #108 to #121; #109 to #122; #110 to #123; #111 to #124. On June 13, 1895, an additional 2-8-0 was ordered, to be numbered #101, since this road number was vacant due to the sale of 1st 101.

101	2-8-0	Baldwin	#14411	8/1895	51-22x26-163000	Class 10-38E-61	ren 112
101	" 13800 see next page.						

In 1899, an additional locomotive was purchased as follows;

111 2-8-0 Brooks #3276 8/1899 55-20x30
 112 see previous page. Sold in 1917 to Evansville Ind. *Ind. Ind. Ind.*
 On Nov. 3, 1900 Mr. Goodyear wrote the Baldwin Locomotive Works a letter in which he remarked that Engine #101, Baldwin #14411 had been renumbered #112 because they had acquired Baldwin #13800 from the Altoona & Phillipsburgh Connecting Ry., and which had been assigned the number #101. This letter dealt principally with the new 2-10-0 engine delivered in July 1900, and numbered as follows;

113 2-10-0 Baldwin #17914 7/1900 55-17/28x32 compound.
became Sec Line #600 (NOW PRESERVED)

This locomotive had proved too heavy for certain sections of the line and was being returned to Baldwin for resale. In its place, two 2-8-0s similar to #112, ex #101 were ordered, and these were as follows;

113 2-8-0 Baldwin #18892 4/1901 51-22x26 Sold S.I.E, 1917
 114 2-8-0 Baldwin #18893 4/1901 51-22x26 Sold S.I.-E, 1917

The second-hand engine assigned to #101 in November 1900 was as follows;

101 2-8-0 Baldwin #13800 10/1893 50-13 1/2 x23x24 Vauclain Compound. Ex Altoona & Phillipsburgh Connecting RR #2
 Disposition Unknown.

This engine could not have been on the Buffalo & Susquehanna for more than a year, for according to Fred Jukes of Bellingham, Wash., who is one of the oldest living railroad photographers, the engine arrived on the Bellingham Bay & British Columbia RR in January 1902 as #6, in company with a 4-6-0 ex PRR, both purchased second-hand from Hicks in Chicago. It was a simple 20x24 engine when they received it. On Dec. 31, 1918 this engine was taken over by the Chicago, Milwaukee & St. Paul together with two other engines of the Bellingham & Northern, successor to the BB&BC, and was renumbered C. M. & St. P. #7563.

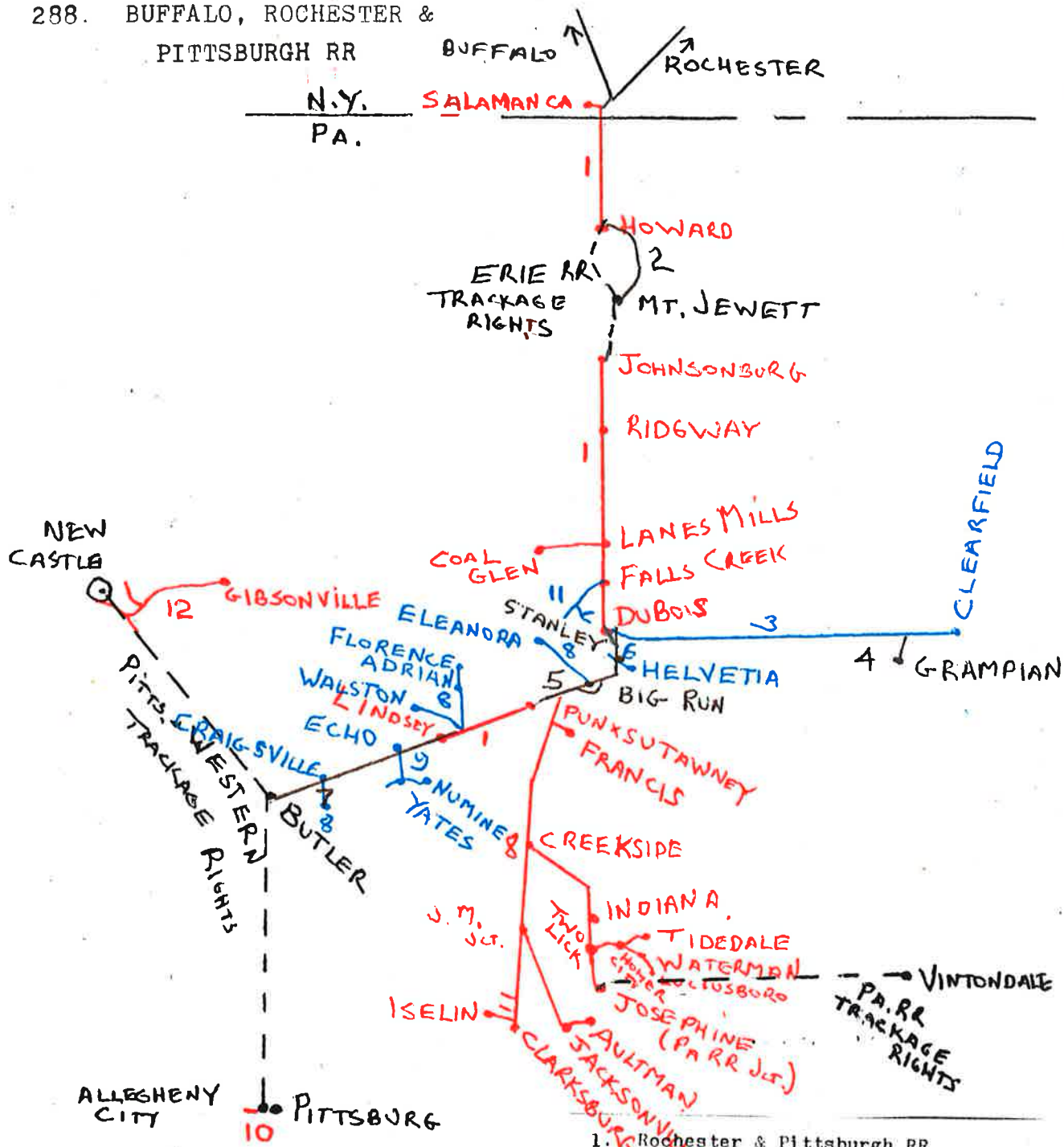
In 1903 the first of a long series of 2-8-0s built by Alco at the Brooks Works was delivered, and no further Baldwin locomotives were purchased. This discussion does not include the 4-4-0s which were numbered 131-136 and with the 4-6-0s were renumbered several times as additional 2-8-0s were purchased and their numbers interfered with the passenger engine numbers.

The above information was researched at the DeGolyer Foundation Library in Dallas, Texas on Dec. 27, 1967, for the purpose of establishing accurate order and delivery dates of all the Baldwins purchased by the Buffalo & Susquehanna, and to show that the Road No. 111 was occupied by the Brooks 2-8-0 built in 1899 at least past the first two years of the 1900s.

G. M. Best

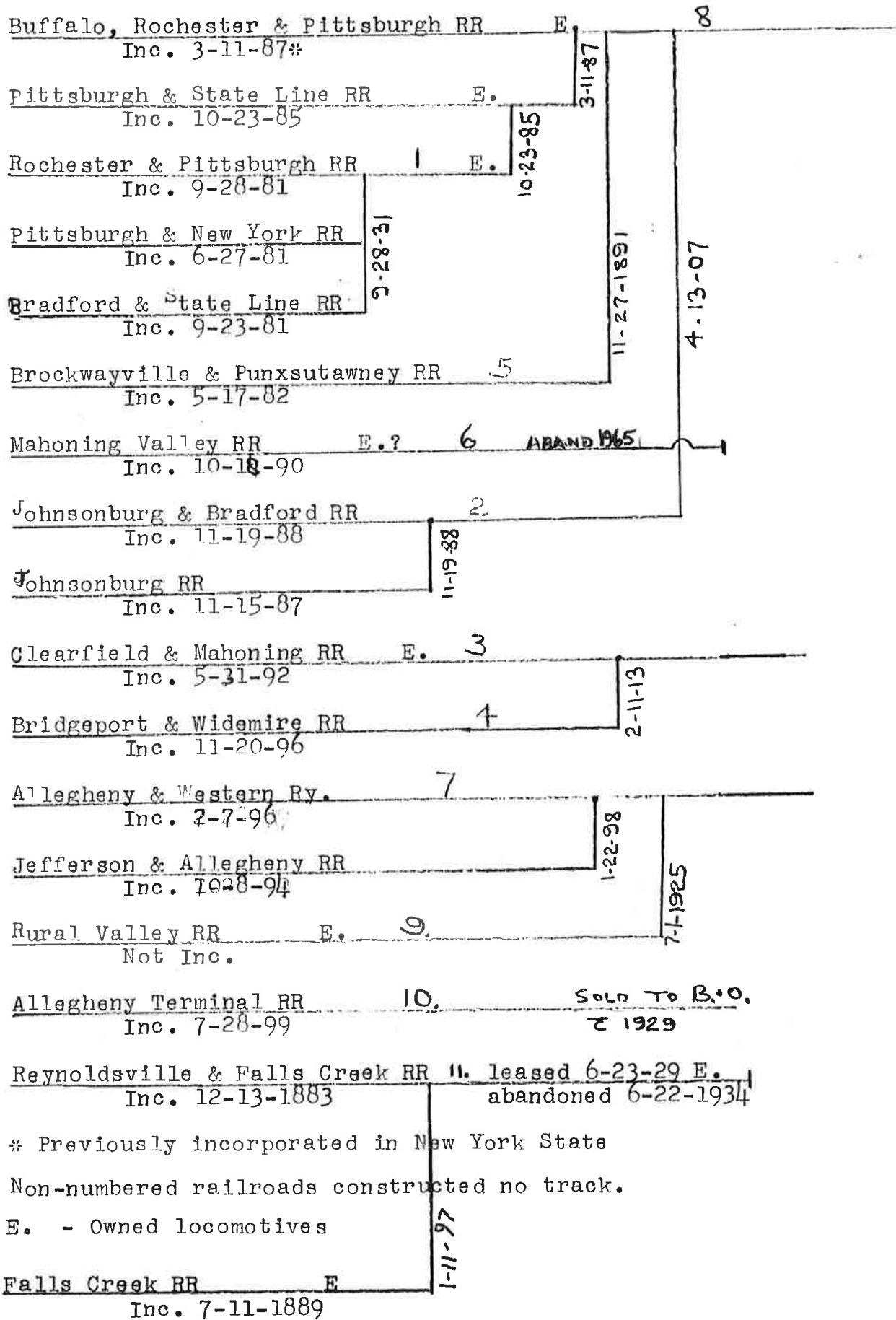
#121	ex #108	Disposition unknown			
122	109	"			
123	110	"			
124	111	"			
131	4-4-0	P.W.&B.RR	1873	ex Wellsville, Pine Creek & Coud., acq. 1895. Sold to Buffalo, Attica & Arcade RR 1904.	
132	4-4-0	Erie RR	1881	ex Addyson & Pemna. RR. Disposition unknown	
133	"	"	1882	"	
134	"	"	1881	"	
115-116	2-8-0	Brooks	1903	26608-9 New. Sc. both 1929	
117	"	"	"	26511 New. Sold Wellsville & Buffalo RR 1916	
118-122	"	"	"	27796-800 " " 114 to P.W.V., then Altoona RR #31, 1917. RGT 2-4-2	
123-129	"	"	1904-5	29184-190 " B&O #3100-6	
130-140	"	"	1905-6	30750-760 " B&O 3107-17	
141-143	"	"	1906	40865-867 " B&O 3118-20	
144-145	"	"	1907	42272-273 " 144 Sold Wellsville & Buffalo RR 1916; #45 to P.W.V.	
146	"	"	"	42379 " " "	
147	"	"	"	42380 " B&O 3121	
148	"	"	"	42276 " B&O 3122	
149-158	"	Pittsburgh	"	44529-538 " B&O 3123-3132	
159-168	"	Brooks	1908	44765-774 " B&O 3133-3142	
169-178	"	"	"	Not delivered. Sold to other RRs.	
171-175	4-4-2	Ren.	271-275		
176-177	4-4-0	Ren.	276-277		
271	4-4-2	Brooks	1903	27794 ex #71 Sc. 1929	
272	"	"	"	27795 ex #72 B&O 1486	
273	"	Schen	1904	28181 ex #73 Sc. 1929	
274	"	"	"	29182 ex #74 B&O 1484	
275	"	"	"	29183 ex #75 B&O 1485	
276	4-4-0	Baldwin	1905	25666 ex #76 Sold Tor., Ham. & Buffalo #14, 1917	
277	"	"	"	25685 ex #77 " 15, "	
278	"	"	"	25789 ex East Louisiana RR #102. Sold TH&B #16, "	

288. BUFFALO, ROCHESTER &
PITTSBURGH RR



1. Rochester & Pittsburgh RR
2. Johnsonburg & Bradford RR
3. Clearfield & Mahoning RR
4. Bridgeport & Widemire RR
5. Brockwayville & Punxsutawney RR
6. Mahoning Valley RR
7. Allegheny & Western RR
8. Buffalo, Rochester & Pittsburgh RR
9. Rural Valley RR
10. Allegheny Terminal RR
11. Reynoldsville & Falls Creek RR
12. unknown name of company
- Falls Creek RR (not located)

Additional information:
Railway & Locomotive Historical Society Bulletins #81 and 119.



* Previously incorporated in New York State
 Non-numbered railroads constructed no track.
 E. - Owned locomotives

BUFFALO, ROCHESTER & PITTSBURGH RR

Incorporated in New York

Principal routes: Buffalo and Rochester to Pittsburgh and New Castle.

Principal freight: Until 1950s coal from Indiana County coal mine branches moving to Buffalo steel mills and Canada.

Present corporation formed 3-11-1887 by merger of Pittsburgh & State Line RR (Pa.) and E.R.&P.R.R (N.Y.). Besides subsequently acquiring leased lines, it built the following:

Craigsville Branch, 3 miles, Armstrong Co., to reach limestone quarry in 1913.

Punxsutawney to Ernest, Indiana Co. 28 miles in 1903

Ernest to Iselin coal mines, 51.2 miles in 1904 and Ernest to Indiana in 1904

Indiana to Pa.RR Jct. (Josephine mine of Lackawanna Steel Co. of Buffalo) built sometime between 1907 and 1910, torn up 1936-1959 sometime

Lucerne Jct. to Lucerne mine about 1909 and several branches off that line between 1909 and 1912.

Adrian Branch, Jefferson County, 4.8 mi built between 1906-09 and aband. after 1939^{coal}

Eleanora Branch, Jefferson Co., 6.3 miles built 1906-09 and aband. after 1939. Coal

Iselin line torn up after 1939 but prior to 1958

Lines in Pennsylvania

Brockwayville & Punxsutawney RR	leased 10-6-83*	merged 11-27-1891
Pittsburgh & State Line RR	" ?	" 3-11-1887
Johnsonburg & Bradford RR	" -93	" 4-13-1907
Clearfield & Mahoning RR	" 1-3-93	" -not done
Mahoning Valley RR	" 5-1-96	" never merged. Aband. 1965
Allegheny & Western	" 10-1-98	" merged - not done
Allegheny Terminal Co.	" 9-24-99	" into B&O RR c. 1929

* leased to Rochester & Pittsburgh RR, merged into BR&P

Built J.M. Jct. to Jacksonville and Aultman about 1910, about 7 miles.

ICC auth. 6-25-1911 to build 2 mile coal mine line south from Jacksonville. (Not known if built)

Aband.: 8-29-74 part branch at Craigsville, .9 mi. 8-14-80 .5 mi part of Craigsville

Br. 10-5-1950 2.4 mi. Homer City to Waterman Br. coal mine; 1952 .8 mi. at Homer

City on Waterman Br. 1-31-57 Iselin coal mine br. 5-5-72 Jacksonville Br

from J.M. Jct., 7.9 miles. 1-31-73 portion Adrian Br., 3.0 miles to Anita leav-

ing 1 mile. 1-31-57 trackage rights over Penna. RR Blacklick Jct. (Josephine)

to Vintondale. 19.6 miles - coal mine closed.

Aband. prior 1973 but dates unknown Eleanora Branch, Frances branch, and branches from

Two Lick. ICC auth. aband. 6-2-1977 Guthrie mine spur near Tidedale; 1-29-1986 2.2

miles "Lucerne Br, Coral". Lucerne Br. is line to Tidedale; Coral is 1 mile above Clarksberg.

Locomotives: R&LHS Bulletins #94 and 119 (and others) gives excellent information. Prob-
ably no other railroad had such a high percentage of its locos. resold to short lines.

Allegheny & Western Ry

Inc. 2-7-96 to build from Mosgrove to Pittsburgh & Western RR near New Castle Jct., 62
miles. Not built

Reorg. 1-22-98 as consolidation of A&WRY (same name) and Jefferson & Allegheny Ry.

Built Lindsey (near Punxsutawney) to Butler, 59.7 miles. Opened 9-4-99.

Intended to give western connection.

Leased to RR&P 10-1-98 and merged into BR&P ?

In 1925 bought the Rural Valley RR, Echo to Yatesboro, Armstrong Co.

Ten 4-8-0s and five 4-6-0s were purchased by the BR&P on the account of
the A&W. They carried BR&P series numbers. If they lettered Allegheny
and Western, it was not for long.

#190-194 4-6-0 Brooks 1898 CN 3104-8. 4 were sold to other rail-
roads 1920-1923

#200-209 4-8-0 Brooks 1898 CN 3078-87. All were sold to other rail-
roads 1919-1924

Several of the 4-8-0s were converted to 2-8-0s. These engines were pur-
chased the year the 60 mile railroad was constructed, but the locomotives
were not assigned to that line.

Allegheny Terminal Co.

Inc. 7-28-99 to build freight yard in Allegheny City, .1 mile track

Opened 9-24-99. Leased and operated by BR&P from opening.

Intended to handle BR&P freight from and to its lines north of Butler. BR&P had trackage

rights between Allegheny City (Pittsburgh) and Buffalo.

Do not know if BR&P kept a switch engine there or let Pitts & West. do the work. under contract.

Sold to B. & O. RR c. 1929.

Bradford & State Line RR

Inc. 9-23-81 to build from Bradford (on Pa. & N.Y. RR) to New York State Line at Tuna

Creek. Not built. Intended to connect oil field area to Buffalo.

Merged 11-13-81 into Rochester & Pittsburgh RR

Bridgeport & Widemire Ry.

Inc. 11-20-96 to build from Clearfield & Mahoning RR near Curwensville to Gramplan, 2.6 mi in Clearfield County to give rail connection to Harbison Walker Refractory Co. brick plant for shipping bricks to Pittsburgh steel mills.
 Opened 1897 and leased to BR&P 1-1-1897.
 Merged into Clearfield & Mahoning RR 2-11-1913
 Abandoned 1939-59.
 No equipment.

Brockwayville & Punxsutawney RR

Inc. 5-17-1882 to build Punxsutawney to Young Twp. Built Punxsutawney to near Falls Creek, 27 miles. Opened 9-15-1883 Intended as an extension of BR&P to reach coal mines.
 Leased 10-6-83 to Rochester & Pittsburgh RR
 Merged 11-27-91 into BR&P. ICC auth aband its 1.1 mile second track thru Big Run which served local freight and pass. trains, 9-19-1924

Clearfield & Mahoning Ry

Inc. 5-31-92 DuBois Jct. to Clearfield, Clearfield Co., 25.7 miles.
 Opened 5-1893.
 Intended to connect BR&P coal fields to N.Y.C. and Reading RR for eastern shipments.
 Leased to BR&P 1-3-93.
 Although always operated by BR&P it had at least 6 locomotives lettered C&M. Purchased Bridgeport and Widemire Ry 2-11-1913.
 Ten 2-8-0s were bought and lettered C&M at the time of construction of the railroad. They were numbered in the BR&P number series. They were relettered BR&P at an unknown date, but probably not many years after purchase.

No. 117-126 2-8-0 Brooks 1893 CN 2230,31,34,36,39,43,46,48,95,96
 Most were sold to short lines 1923-1927.

Falls Creek RR

Inc. 7-11-1889 and built 1889/90 3 miles from Falls Creek to London Mine, Clearfield Co.
 Merged 1-11-1897 into Reynoldsville & Falls Creek RR.
 Had 1 locomotive. Track torn up "early" by R&FC. Loco. unknown. Not acquired by R&FC.

Jefferson & Allegheny Ry

Inc. 10-8-94 to build Punxsutawney to near Sharpsburg, about 90 miles. Not built.
 Merged 1-22-98 into Allegheny & Western Ry

Johnsonburg RR

Inc. 11-15-87 Johnsonburg to Howard Crossing, McKean Co.
 Reorg. 11-19-88 as Johnsonburg & Bradford RR

Johnsonburg & Bradford RR

Inc. 11-19-88 as renaming of Johnsonburg RR.
 Built Howard Jct. (on Erie RR just south of Custer City, McKean Co.) to Mt. Jewett, 18.9 miles. Opened 6-1-93. This line eliminated need for Erie RR trackage rights between the two points. However, Erie continued to be used from Mt. Jewett to Johnsonburg.
 Leased to BR&P in 1893
 Merged into BR&P 4-13-1907 No equipment

Mahoning Valley RR

Inc. 10-18-90 Stanley to coal mine at Helvetia, 1.9 miles (near Punxsutawney built. Opened 1-15-91. Leased to BR&P 5-1-96. (do not know if BR&P operated it 1891-96 or if it had its own locomotive. Inc. to run from Punxsutawney to Clearfield with branch Stanley to Falls Creek, 42 miles.
 ICC auth aband. 3-30-1965. Never merged into BR&P.

1 2-8-0 Baldwin 1891 11715 bought new. Acquired by BR&P and numbered 138 at time of leasing in 1896.
 Scrapped 1911-12 probably.

Pittsburgh & New York RR

Inc. 6-27-81 to build from Pittsburgh & Western RR at Red Bank, Armstrong Co., to Bradford. Not built
 Merged 11-13-1881 into Rochester & Pittsburgh RR

Pittsburgh & State Line RR

Inc. 10-23-85 as reorganization of Rochester & Pittsburgh RR (in Pa.)
 Bankrupt 3-23-86
 Merged 3-11-87 into BR&P

Reynoldsville & Falls Creek RR

Inc. 12-13-1883 and built Falls Creek to Soldier Run, 10.7 miles, to serve coal mines of Bell, Lewis & Yates Coal Co.

Built Falls Creek to Reynoldsville, 6 miles additional, 1885
Reorg. 1-11-1897 with same name after merging Falls Creek RR

Acquired from Bell, Lewis & Yates 12-30-1890 4.7 miles (maybe previously operated by R&FC) from Reynoldsville to Soldier Run mine.

Built Falls Creek to Dixon mine, 1897, 1 miles; Falls Creek to Rochester, 1896-7, 1.2 miles; Rathmel Jct. to Bloomington Mine, 1890, 2.7 miles. Reynoldsville to Wishaw, 1899-1902, 4.9 miles; Rathmel Villafe to Henry Coal mine 1898, 1 mile; Rathmel Village to Freely Run mine 1898, 1.6 miles

Leased to BR&P 6-23-1929 who strengthened a bridge and then took over operations. Leased to B&O 1-1-1932. Abandoned 5-22-1934 after last coal mine closed, 12 miles.

This railroad had 7 locomotives, all built new. After about 1912 Poores did not list number of locomotives owned. When the BR&P leased the line in 1929, they acquired the two remaining locomotives, relettered them BR&P but soon after resold them when the R&FC bridges were strengthened.

1	2-6-0	Brooks	1885	1076	sold Hickory Valley RR 1900-09 " 4
2	"	"	1889	1497	gone before 1910
3	"	"	"	1533	" " "
4	"	"	1897	2872	BR&P #4. Sold Nov. 1929 to Arcade & Attica #8
5	"	"	1900	3460	" " " " " " " 7
6	"	"	1901	3743	sold to Rural Valley RR #3 about 1913/14 maybe
7	"	"	1902	26613	sold 1923 to S.I.E.

In mid 1903 had 6 locomotives, mid 1909 had 4.

Rochester & Pittsburgh RR

Inc. 9-28-81 to merge several railroads which was accomplished on 11-13-81: Rochester & Pittsburgh RR (Rochester to Salamanca, NY) Bradford & State Line RR, Pittsburgh & New York RR, B.R.&P. (in New York), Great Valley and Bradford (in N.Y.) and Rochester and Charlotte RR (in N.Y.). Had built a railroad from Rochester to Salamanca.

Built. Salamanca, NY to Howard Jct., McKean Co. (Erie RR near Custer City), 1882
Beech Tree branch, Lanes Mill to Coal Glen, 3.3 mi. 1883 (coal mines)

Johnsonburg to Ridgway, 8 mi., and DuBois to Falls Creek, 4 mi., 1882

Ridgway to DuBois and from Punxsutawney to Lindsey and Walston coal mine, 1883

Bankrupt 1884 ICC auth. aband: 11-6-56 Walston Br, 4-26-65 3.4 mile Coal Glen Br.

Reorg. 1-23-85 as Pittsburgh & State Line RR (in Pa.) and BR&P (in N.Y.)

Trackage rights over Erie from Hoad-Mt. Jewett to Johnsonburg.

Rural Valley RR

Not Inc. Private railroad of Cowanshannock Coal & Coke Co. which in 1899 or 1900 built a 5 mile line from Echo to Yatesboro, Armstrong Co. They operated this line with their own locomotives until sold to Allegheny & Western Ry in 1925, July 1.

Also built Yatesboro southwest to Margaret mine, 3 miles and southeast about 3 miles to Numine.

ICC auth. aband. 3.9 miles Yatesboro to Numine 9-28-1964

Aband. ICC auth. 4-29-78 Margaret mine and rest of line Echo to Yatesboro; 6.8 miles.

In 1904 Poores listed 1 loco, 1913 there were 2 (and had been for years), 1914 3 listed for year ending 1913.

1	unknown				
2	2-8-0	Brooks	1906	39874	New. Became BR&P #2, 1925.
1	"	"	1913	52620	" " " " 1, 1925. B&O 3082, 1932
3	2-6-0	"	1901	3743	ex Reynoldsville & Falls Creek bought 1913 or earlier. Became BR&P #3, 1925. Sc. prior 1932.

later Midland CONTINENTAL #20

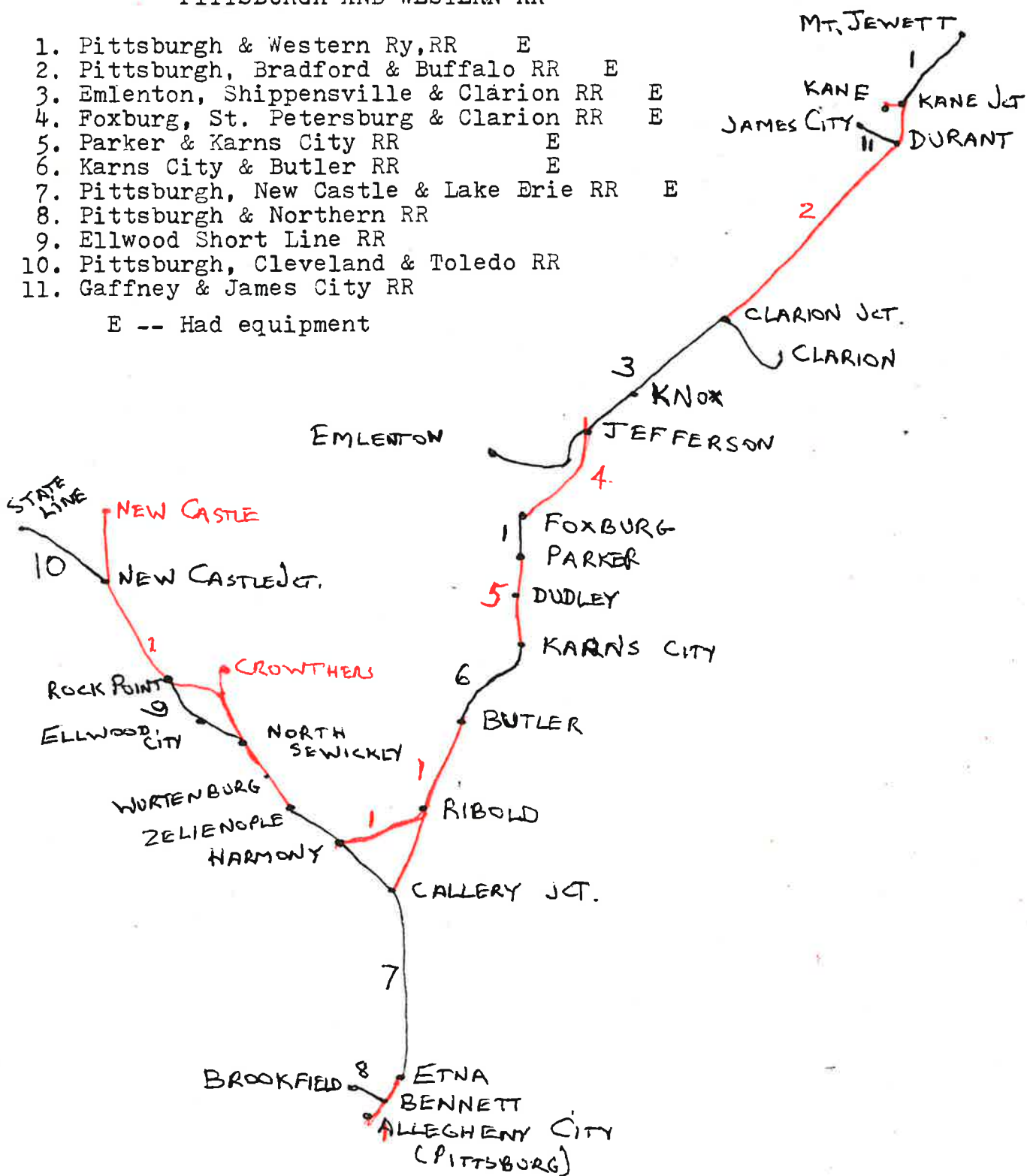
Unknown

Shown on topographic maps as BR&P but not mentioned in Poores or Official Guides. Ran south out of New Castle from P&W connection for 1-1/2 miles and then east to a point near Gibsonville, total distance of about 7 miles. Also had 2 one mile branches just south of New Castle. Topo map is dated 1902, and also shown 1929 state map, but not listed in Moodys. ICC auth. 1.5 miles Big Run Branch (line to Gibsonville) 1-31-1978 and on: 11-26-1980 8.7 miles Big Run branch and Marquis spur.

PITTSBURGH AND WESTERN RR

1. Pittsburgh & Western Ry, RR E
2. Pittsburgh, Bradford & Buffalo RR E
3. Emlenton, Shippensburg & Clarion RR E
4. Foxburg, St. Petersburg & Clarion RR E
5. Parker & Karns City RR E
6. Karns City & Butler RR E
7. Pittsburgh, New Castle & Lake Erie RR E
8. Pittsburgh & Northern RR
9. Ellwood Short Line RR
10. Pittsburgh, Cleveland & Toledo RR
11. Gaffney & James City RR

E -- Had equipment



PITTSBURGH AND WESTERN RAILROAD
(B. & O. R.R. Leasor)

B.O. 19

<u>Pittsburgh & Western RR</u> Inc. 1-28-1902					
<u>Pittsburgh & Western Ry.</u> Inc. 6-26-1887				6-26-1887	
<u>Pittsburgh & Western RR</u> E. Inc. 6-15-1881					
<u>Parker & Karns City RR</u> E. Inc. 6-27-73					
<u>Karns City & Butler RR</u> E. Inc. 3-21-76					
<u>Pittsburgh, New Castle & Lake Erie RR</u> E. Inc. 9-22-77					
<u>Pittsburgh & North Western RR</u> ? Inc. 9-2-75				9-22-1877	
<u>Youngstown & State Line RR</u> Inc. in Ohio					
<u>Pittsburgh East & West RR</u> Inc. 3-3-81					
<u>Red Bank & Youngstown RR</u> Inc. 12-15-81					
<u>Pittsburgh & Western RR Co.</u> Inc. 9-24-1879					
<u>Pittsburgh, Bradford & Buffalo RR</u> E. Inc. 3-14-1881					
<u>Emlenton, Shippensville & Clarion RR</u> E. Inc. - Not Filed Late 1877					
<u>Emlenton & Shippensville RR</u> Inc. 6-17-75				Late 1877	
<u>Foxburg, St. Petersburg & Clarion RR</u> E. Inc. 3-19-77					
<u>Foxburg, Kane & Buffalo RR</u> Inc. 3-7-79					
<u>Pittsburgh, Cleveland & Toledo RR</u> Inc. 6-8-1882					
<u>Pitts., Cleve. & Toledo RR (Pa.)</u> Inc. 5-2-1882					
<u>Pitts, Cleve., & Toledo RR (Ohio)</u> Inc. 4-28-1882					
<u>Ellwood Short Line RR</u> Inc. 4-25-90					
<u>Pittsburgh & Northern RR</u> Inc. 5-4-81					
<u>Gaffney and James City RR</u> LEASED ONLY Inc. 12-15-1913					Aband. 1940
<u>Pittsburgh Junction RR</u> E. Inc. 8-6-1881					
<u>Pittsburgh Local RR</u> Inc. 9-27-1880					
<u>Pittsburgh & Northern RR</u> * Inc. 5-4-1887					Leased to P&W 1887 Aband. 1909 & corp. dissolved 5-4-87
<u>Evergreen RR</u> E * Inc. c.1882					1882
<u>Lawrence & Evergreen RR</u> E * Inc. 11-25-1874					11-25-74
<u>Lawrence & Evergreen Passenger Ry.</u> E * Inc. 5-13-1871					

* Railroad included in chapter on Allegheny County railways.

PITTSBURGH & WESTERN RAILROAD
(B. & O. R.R. Leasor)

The P&W served two distinctly different purposes for the Baltimore & Ohio. It is the Pittsburgh to Chicago main line of the railroad, and from Callery Jct. to Mt. Jewett (except at the industrial city of Butler) it is a rural line which served lumber industry, some oil industry, and glass plants. The Mount Jewett line was originally narrow gauge. The P&W, being a rural line prior to B&O control went thru several bankruptcies, and why the line north of Butler wasn't torn up many years ago is somewhat of a mystery. All through freight between Mt. Jewett and Butler goes over the Buffalo, Rochester & Pittsburgh RR. Although the BR&P is longer, it doesn't go up and down hill like the P&W, and it is well ballasted with much heavier rail.

The P&W from Pittsburgh west to New Castle is curvy and hilly, and long ago B&O passenger trains were routed over the Pitts. & Lake Erie RR.

Although the P&W acquired most of its trackage from predecessor companies, it built connecting links between them over a period of many years.

Pittsburgh & Western RR Co.

Inc. 9-24-1879 as reorg. of Pittsburgh, Lake Erie & Western R.R. which had built from Etna (just north of Pittsburgh) to Zellenople, 30 miles.
Reorg as P&WRR on 6-15-1881 by merging in Parker & Karns City RR, Karns City and Butler RR, Pittsburgh, Youngstown and State Line RR*, Pittsburgh East & West RR*, and Red Bank and Youngstown RR*. * no track laid.
Built: Etna to Allegheny City, 1880; Zellenople to Wurtenburg, 1880; Wurtenburg to New Castle, 18.3 miles, 1882; Parker to Foxburg, 3 miles, 1883; Butler to Callery Jct., 1 1/2 miles 1883. (the last two were narrow gauge)
Pittsburgh, Bradford & Buffalo RR merged into P&W 9-25-1883, the stock having been acquired earlier, thereby completing a route to Kane
Baltimore & Ohio RR bought control of stock in 1884, had begun its interest in 1884.
Bankrupt 3-23-1885; foreclosed 6-8-1887; reorg. as P. & W. Ry. 6-26-1887.
Built Kane to Mt. Jewett, 10 miles, 1885;

Track in 1887: Allegheny City to New Castle, 63.9 miles; Callery Jct. to Mt. Jewett, 137.4 miles (narrow gauge), Duck Run to Crowthers 3.1 miles (at Ellwood City); Clarion Jct. to Clarion 6.2 miles, Kane Jct. to Phil. & Erie RR Depot. .7 miles

Abandoned from Duck Run to Rock Point, about 3 miles after Ellwood Short Line RR built.
" " Clarion Jct. to Clarion 1910 or 1911

Bankrupt and foreclosed 10-9-1901.

Reorg. 1-28-1902 as P. & W. R.R. and Pittsburgh & Northern RR merged in.

Built Ribold Cut Off - Ribold Jct. to Harmony Jct. in 1899

Aband. Duck Run Branch to Cowthers prior to 1915. (probably about 1912). served a mine, Std. gauged Kane to Mt. Jewett about 1914. Aband. Crems St-Duck Alley, .8 miles in Pitts 9-4-67

ICC auth aband. 1-24-1939 Callery-Ribold, 5.8 miles. Required helper thru Zeno Tunnel and so freights took longer route.

ICC auth. aband. 10-6-1980 Dudley to Knox 22.0 miles after previously requesting it in 1976. For many years freight traffic on the line (all of it) has been very light.

Sold to Knox and Kane RR in 1982 from Knox to Mt. Jewett, 78 miles.

ICC auth. 5-29-1957 .3 miles of Duck Run Branch at Frisco in Lawrence Co.

ICC auth aband. in Pittsburgh part 9th St/Three Rivers Br., .4 mi. 8-14-80

ALL TRACK FROM HERRS ISLAND SOUTH TO OHIO RIVER GONE BY 1984

The P&W was formed as a reorganization of Pitts, Lake Erie & Western in 1879.

This railroad had 2 narrow gauge engines. In June 1881 three other narrow gauge lines were merged in with their locomotives. In 1883 it acquired another line and completed its narrow gauge construction in 1885. In 1880-1882 it built to Ohio state line. Narrow gauge removed Callery to Butler 1889; Butler to Foxburg 7-1-01; Foxburg to Kane 10-2-11.

It was operated separately from the B&O until after 1900, the last engines being received in 1901. Foor's 1882 said the old company had 2 locomotives. Foor's 1883 said the company had 18 engines, but some of them were std. gauge. Std. gauge engines were numbered in blocks according to wheel arrangement but not necessarily in numerical order.

Narrow gauge locomotives:

This roster was prepared by Clare Rogers and Victor Koenigsburg, and is the most confusing of all narrow gauge rosters. Standard gauge engines have been included to show how the number series was kept filled.

1 0-6-0 Porter 8?-1876 260 ex Pitts, New Castle & L.E. #1, acq. 4-1878. Sold c. 7-1886 to G.W. Campbell (Clermont & Kinzua RR #1)

1 2-6-0 Pitts. 5-1882 577 ex Painesville & Youngstown #4, acq. c.8-1884. Sc 1901

2 Std. g. leased 11-1879 from Montour Ry and returned 4-1880 to Montour, @Cliff

2 4 2-0 Chaplin & Lantz 5-1880 ex Evergreen Ry. #2. Rbt. 1884? with Mine "narrow g. coach body to steam car. Converted to std. gauge and sold to Mt. Jewett, Kinzua & Riter-ville #10, 1900.

3 4-4-0 Pitts. 12-1878 389 new. Sold c.11-1881 to Painesville & Youngstown #8

3 2-6-0 Paul 3-1882 new. Not delivered. Sold 4-1882 Bright Hope Ry #3.

at P. Jct., New Castle & L.E. #3

296. Pittsburg & Western RR cont. locomotives (narrow gauge)

3 4-4-0 National -1876 227 ex Painesville & Youngstown #7. Sold c.7 1882 to
 Clarksburg, Weston & Glenville #3
 3 4-4-0 Pitts. 2-1880 404 ex Pittsburgh Southern #5, acq. c.7-1882. Sold 1897 to
 Holly River RR #3.
 4 2-6-0 Brooks 12-1873 221 ex Parker & Karns City #2, acq. 12-1879. Sold 11-1881
 Painesville & Youngstown #9
 4 2-6-0 Paul 4-1882 new. Sold c. 11-1887 Grafton & Greenbrier #4
 4 0-4-0T Porter 7-1873 173 ex Lawrence & Evergreen RR "Evergreen". Not owned by
 P&W but numbered into P&W series c.6-1888 after I&E
 acquired by P&W. Sold c4-1890 Cairo & Kanawha Valley#4
 4 4-4-0 Pitts. 5-1882 579 ex Cleveland, Delphos & St. L.#3, acq. c.8-1890. Ren.
 1902 as B&O #94.
 5 4-4-0 Pitts 4-1880 405 new. Sold early 1897 to Holly River RR #5.
 6 4-4-0 National 9-76 ex Karns City & Butler #6, acq. 6-81. Sold 12-1882
 Bradford, Bordell & Kinzua #7.
 6 Std. g. new 0-4-0 12-1882 Ren. 1888 #44?
 6 ren. from 20. Sold c. 1898 to Glade Creek & Raleigh RR
 7 4-4-0 National 11-76 ex Karns City & Butler #7, acq. 6-1881. Sc. ? 1890.
 7 2-6-0 Pitts. 5-1882 576 ex Clarksburg, Weston & Glenville #3, acq. c.3-1891. Sold
 Holly River & Add son #7, 1901.
 8 2-6-0 Brooks 5-1876 269 ex Karns City & Butler #8, acq 6-1881. Sold 4 1891
 Tionesta Valley RR #3
 9 0-4-0T P&KC 5-1880 ex Parker & Karns City #9, acq. 6-1881. Leased to
 Curll, Campbell & Co., Gilfoyle, Pa. about 1885. Rbt.
 c.1888 with horse car body to steam car for use on
 Evergreen Ry. Sold 1900 to Mt. Jewett, Kinzua & R#11.
 10 0-6-0 Porter 5-1874 194 ex Parker & Karns City #4, acq. 6-1881. Sold c.11-1881
 Painesville & Youngstown #10
 10 2-6-0 Pitts. 5-1882 575 new. Sold c.12-1895 Wellington & Powellsville #10
 11 2-6-0 Pitts. 5-1882 576 new. Sold c.8-1884 Painesville & Youngstown #3
 11 Std. g. new 0-4-0 1-1886. Ren. 1888 #45?
 11 ren from 21, 6-1888. Sold 3-1891 to Altoona & Wopsonnock RR #2.
 11 2-6-0 Pitts 5-1882 578 ex Clarksburg, Weston & Glenville #5, acq. 3-1891. Ren.
 1902 to B&O #900.
 12 2-6-0 Pitts 5-1882 577 new. Sold c.8 1884 to Painesville & youngstown #4
 12 Std. g. new 0-4-0 10 1886 Ren. 1888 #46?
 12 ren. from 22, 6-1888. Sold 1-1891 to Altoona & Wopsonnock RR #1.
 12 2-6-0 Baldwin 1-82 6015 ex Clarksburg, Weston & Glenville #6, acq. c3-1891.
 13 2-6-0 Pittsb. 5-82 578 new. Sold c.8-1884 Painesville & Youngstown #5
 13 Std. g. new 0-4-0 2? 1886. Ren. 1888 #47?
 13 ren. from 23, 6-1888. Sold 1898-99 to Hoosac Tunnel & Wilmington RR #8
 14 4-4-0 Pitts. 12-78 389 ex Painesville & Youngstown RR #8. Sold c. 10-86
 Indiana, Alabama & Texas RR #3.
 14 ren. from 24, 6-1888. Sold c.4-1890 Pittsburgh & Northern RR #14
 15 2-6-0 Brooks 12-1873 221 ex Painesville & Youngstown #9, acq. 4-1882. Sold 10-86
 Indiana, Alabama & Texas RR #4.
 15 ren. from 25, 6-1888. Sold c.12-1895 Wellington & Powellsville #15?
 16 Std. g. 0-6-0 new 9-1882. Ren/ 6-1888 #48?
 16 ren. from 26, 6-1888. Sold c.12-1895 Wellington & Powellsville #16?
 17 Std. g. 0-6-0 new 3-1884 Ren. 6-1888 #49?
 17 ren. from 27, 6-1888. Sold c. 1895 Porters Creek & Gauley RR
 18 Std. g. 0-6-0 new 3-1884 Ren. 6-1888 #50?
 18 ren. from 28, 6-1888. Sold c. 1895 Porters Creek & Gauley RR
 19 2-6-0 Brooks 8-83 964 ex Toledo, Cinc.&St. Louis #100 but never delivered.
 Acq. 4-1884. Sold c. 1898 to Glade Creek & Raleigh.
 20 2-6-0 Brooks 8-83 951 ex Toldedo, Cinc&St.Louis #99 but never delivered.
 Ren. 6-1888 P&W #6.
 20 4-6-0 Baldwin 1-90 10601 new. Ren. 1902 to B&O #95. Sold Escambia RR #6
 21 4-4-0 Baldwin 6 76 3878 ex Pitts, Bradford & Buffalo #21, acq. 10-83. Ren.
 6-1888 P&W #11
 21 4-6-0 Baldwin 1-90 10603 new. Ren. 1902 to B&O #96
 22 2-6-0 National 1877 ex Pitts, Bradford & Buffalo #22, acq. 10-83. Ren.
 6-1888 P&W #12.
 22 4-6-0 Baldwin 1-90 10604 new. Ren. 1902 to B&O #97.
 23 4-4-0 Baldwin 1-78 4230 ex Pitts, Bradford & Buffalo #23, acq. 10-83. Ren.
 6-1888 P&W #13
 23 4-6-0 Baldwin 1-90 10606 new. Ren. 1902 to B&O #98.
 24 4-4-0 Brooks 10-76 293 ex Pittsburgh, Bradford & Buf #24, acq. 10-83. Ren.
 6-1888 P&W #14.
 24 4-6-0 Baldwin 1-90 10607 new. Ren. 1902 to B&O #99. Sold W.Va. Midland #?
 25 2-6-0 Brooks 9-81 588 ex Pitts., Bradford & Buffalo #25, acq. 10-83. Ren.
 6-1888 P&W #15
 26 2-6-0 Brooks 4-82 672 ex Pitts, Bradford & Buffalo #26, acq. 10-83. Ren.
 6-1888 P&W #16
 27 4-4-0 Pitts. 11--82 625 ex Pitts, Bradford & Buffalo #27, acq. 10-83. Ren.
 6-1888 P&W #17
 28 4-4-0 Pitts. 11-82 626 ex Pitts, Bradford & Buffalo #28, acq. 10-83. Ren.
 6-1888 P&W #18

Locomotives acquired in 1881 and 1883 from the Karns City & Butler RR, Parker
 and Karns City RR, and Pittsburgh, Bradford & Buffalo occurred when those rail-
 roads were merged into the P&W.

Standard gauge:		PC&T - Pitts, Cleve. & Toledo RR		RESOLD BACK 1890	
2	0-4-0 Pitts.	1879	391	"Cliff Mine"	4
6	0-4-0 "	1882	604	at Montour RR.	5
11	" "	1886	770	ren. 447, 1666	
12	" "	"	846	" 45? "	
13	" "	1887	776	" 46? "	314
16	0-6-0 "	1882	603	" 47? "	315
17	" "	1884	690	" 49? PG&T #107	317
18	" "	"	710	" 50? " 109	338
26	" "	1888	1005		340-344
27-31	" "	1892	1361-8		345
32	" "	1893	1416		
40-43	" "	1890	1158-61	Ren. 51-54	346-349
51-54	ex 40-43	"	44-50	at "6, 11-18?	
55-59	2-8-0 Pitts.	1901	2205-2209		1950-54
60	" "	1900	2113		1917
61	" "	1886	715		350
62-63	" "	1887	936-937		351, 53
64-65	" "	1895	1571-72		1759-60
66	" "	1897	1715		1761
67	" "	1898	1835		1762
68-69	" "	1899	1961-62		1943-44
70	" "	1900	2091		1949
71	" Baldwin	1899	17294	at Copper Range #23 (NOT DELIVERED)	1545
72-74	4-6-0 Pitts	1883	615-8		163, 164
75	" "	"	671		165, 166
76-77	" "	"	696-7		
78-79	" "	"	676, 711	#78-2 PC&T #105, 111	800 -, 167
80-81	" "	1884	717-8	PC&T 113, 115	B-0166, 167
82	" "	"	723	PC&T #117	
83	" "	"	724	" 119	
84	" "	"	725		sold to Columbia, Newberry & Laurens #3
85	" "	1887	934		sold to Ursina & North Fork RR #86
86	" "	"	935		
87	2-8-0	1898	1837		1764
88	" "	"	1836		1763
89	" "	"	1838		1765
90	" "	1899	1963		1945
91	4-6-0	1888	1006		172
92	" "	"	1007		174
93	2-8-0	1900	2088		1946
94	" "	"	208		1947
95	" "	"	2090		1948
96	" "	"	2112		1942
101-105	4-6-0	1889	1045-9		175-9
106-112	" "	"	1091-7	B&O #186 resold Aberdeen & Ashboro	180-6
131-150	" "	1890	1120-39	#34?	187-206
151-152	" "	"	1162-3		207-8
153-154	" "	1897	1746-7		284-5
250	4-4-0	1882	606		1337-8
"	4-6-0	1897	1739		
251	4-4-0	1892	607		
"	4-6-0	1897	1740		1336
252-3	4-4-0	1884	687-8	PC&T #106, 108	
254	" "	"	"	" 101?	
255	" "	"	"	" 103?	
256-7	4-4-0	1883	609-10	PC&T #102, PY&C #104	664, 624
258-260	" "	1884	691-3	PC&T 110, 112 (later B&O)	707, 114 (later 715)
261	" "	1883	608	later B&O 712	706
262-3	" "	1885	759-760		262 → 717
264	" "	1886	764		
265	" "	1885	765-7		
266-7	" "	1886	766-7		713, 721
268-273	" "	"	817-21	ex Pitts, Painesville & Fairport #9-14	
248-9	" "	1899	1964-5	*268-80 724; 268-60 739	273 became 799 1448-9; 860-1

Above records from Pittsburgh Locomotive Works and added notes by Ivan Saunders. There appears to be no reason for the way engines were assigned numbers except to ultimately filled in gaps.

Clarion Extension of the Emlenton & Shippenville RR
 Inc. 2-16-1877 to build from Shippenville to Clarion, 5 miles.
 Merged into Emlenton, Shippenville & Clarion RR in 1877

Ellwood Short Line RR
 Inc. 4-25-1890 North Sewickley to Rock Point, 3.1 miles, double track. Opened 8-15-1891 and leased to P&W 8-10-1891 Merged into P&W probably on 1 28 1902.
 Intended as a cutoff thru Ellwood City from Frisco to Rock Point. P&W line came thru Hazeldell. After E.S.L. built, P&W abandoned from Duck Run to Rock Point, 3 miles.

Emlenton and Shippenville RR
 Inc. 6-17-1875 Emlenton to Shippenville, 15 miles, 3' gauge. Built Emlenton to Turkey City, opened 1876 and Turkey City to Clarion, 29.7 miles, 1877 after being reorganized in 1877 as Emlenton, Shippenville & Clarion RR. Locos - see E. S. & C. RR.

Pittsburgh & Western RR cont.

Emlenton, Shipperville & Clarion RR

and Clarion Extension of the Emlenton & Shipperville RR.
 Inc. (late?) 1877 as reorg. of Emlenton & Shipperville RR (Not recorded at Harrisburg.)
 Built Emlenton to Turkey City, opened 1876, and Turkey City to Clarion, (burg.)
 29.7 miles, in 1877. 3' gauge. Intended to serve oil region along Clarion River.
 Merged into Pittsburgh, Bradford & Buffalo RR 3-1881.
 Aband. Emlenton to Jefferson 1881-82. I.C. auth. aband 10-6-1980 Jefferson to Knox.
 Loco: 1 2-6-0 Brooks 1876 280 new Sold Bradford Bordell & Kinzua RR #2, 1881
 2 " " 284 " Sold Florida Southern RR # , 1881
 3 " Pittsburgh" 292 " " " " " 1881
 4 " " 293 " Sold 3-1881 Pitts.Brad.&Buffalo #4.
 5,6 " Porter 1877 264 " Sold 9-78 to Pittsburgh Southern #2. Ren. 6
 after getting 2nd #5.

5 2-4-0 Porter 5-76 247 Ex Bloomfield RR #5, acq. 12-77. Sold 3-81 to Florida Southern RR #1.

Foxburg, Kane & Bradford RR

Inc. 3-7-1879 Clarion to Bradford, 55 miles, 3' ga.
 Merged 1881 into Pittsburgh, Bradford & Buffalo RR. No track completed.

Foxburg, St. Petersburg & Clarion RR

Inc. 3-19-1877 Foxburg to Beaver Creek at Jefferson Furnace, Beaver Twnp.
 Built Foxburg to Jefferson, 13.2 miles, 3' ga. Sept. 1877. Standard gauged about
 Merged into Pitts, Bradford & Buffalo, 3-1881 1911.
 Built to serve oil region along Clarion River or iron furnace.
 ICC auth. aband off of this line 10-6-1980.
 Loco: 1 4-4-0 Baldwin 1876 3878 Built for Philadelphia Centennial Expo @Schuylkill"
 and then sold to N.Y. & Manhattan Beach RR but not
 delivered. Acq. by F, St. P&C. To P.B.&B. #1, 1881
 2 2-6-0 National 1877 new "Allegheny". To P.B.&B.#2, 1881.
 3 4-4--0 Baldwin 1878 4230 new "Clarion". To P.B.&B.#3, 1881

Gaffney & James City RR

Inc. 12-15-1913 Gaffney (Durant City Jct.) to James City, 2 miles. Built 1915 to
 serve American Plate Glass Co. Built and operated by B&O.
 ICC auth. aband. 3-1940 1.6 miles, all. Glass company closed 1935 and plant dis-
 mantled in 1940.

Karns City & Butler RR

Butler
 Inc. 3-21-1876 from Parker & Karns City RR to , 15 miles. *Serve oil field*
 Built Karns City to Butler, 17 miles, in 1876, 3' ga. Operated by Parker & Karns
 City RR for 1 or 2 years and then independently run. Locos. numbered into P&KC
 series. Merged 6-15-1881 into P. & W. RR

Parker & Karns City RR

Inc. 6-27-1873 Grahams Landing to Parker to Karns City. Grahams Landing on Allegh-
 eny River. Built Karns City to Parker Jct., 10.5 miles, 3' ga. Opened 10-4-1874.
 Merged into P&W 6-15-1881. *Built to serve oil field in Butler City.*
 ICC auth. aband. 10-6-1980 Dudley to Parker.
 Locos: Data from Victor Koenigsburg & Clare Rogers. *P&KC RR & K.C. & B. RR*
 #1 "F. Parker" 2-6-0 Brooks 10-73 213 New. To Pitts. Southern #4 12-79 and BB&K #2, 4-80
 2 "Blanche" " " 12-73 221 New. To Pitts&West. #4, 1879
 3 H.R. Fullerton 0 4-0 Porter 3-74 192 New. To Kendall & Eldred #6, 4-80
 4 "W.C. Moberly" 0-6-0 " 5-74 194 New. To Pitts&West #10, 6-81.
 #5 2-4-0 National 6-72 ex Ripley RR #2, acq. 8-76. To Kendall & Eld #5,
 6 4 4-0 " 9-76 New. To Pitts&West. #6, 6-81 4-80
 7 " " 11-76 New. " #7 "
 8 2-6-0 Brooks 5-76 269 Built for Phila. Centennial Expo & acq. 1-77
 To Pitts & West. #8, 6-81
 9 0-4-0 P&KC RR 5-80 new Used at Parker Landing until Foxburg bridge
 built in 4-1883. Later leased to Curll, Campbell
 & Co., Gilfoyle, Pa. To P&W #9 in 1881.
 In 1888 horse car body applied to become steam
 car.

Pittsburg & Northern RR

Inc. 5-4-1882 by the Pittsburgh & Western RR to take over the route of the former
 Evergreen RR (Lawrence and Evergreen RR - see Allegheny County railroads)
 Track - Bennett to Brookfield, 3.3 miles, 3' gauge. P.&N. built about 1 mile of
 its own road.
 Intent is unknown. May have handled a little coal and passengers. Aband. 1909.

Pittsburgh & Northwestern RR

Inc. 9-2-1875 Pittsburg to state line, Mahoning Twnp, Lawrence Co., 60 miles.
 Reorg. 9-1877 as Pittsburgh, New Castle & Lake Erie RR. No track laid.

Pittsburgh, Bradford & Buffalo RR

Inc. 3-18-1881 as consolidation of Emlenton, Shippenville & Clarion RR (Emlenton to Clarion, 29.7 miles), Foxburg, St. Petersburg & Clarion RR (Foxburg to Jefferson, 13.2 miles), and Foxburg, Kane and Bradford RR (not built but intended Clarion to Bradford, 55 miles.)

Built Clarion Jct. to Kane in 1882, about 45 miles.

Merged into P.&W 9-25-1883.

Aband. Emlenton to Jefferson in late 1980/early 1981.

Loco:	1	4-4-0	Baldwin	1876	3878	ex Foxburg, St.P.&C.#1.	Ren.	21	c.8-1882
	2	2-6-0	National	1877		"		22	"
	3	4-4-0	Baldwin	1878	4230	"		23	"
	4	"	Brooks	1876	293	ex Emlenton, S&C#4 ?		24	
	5	2-6-0	Brooks	1881	588	new		25	
	6	"	Brooks	1882	672	new		26	
	27	4-4-0	Pittsburgh	1882	625	new			
	28	"	Pittsburgh	1882	626	new			

#21-26 were numbered so as to have different numbers from P&W engines.

Pittsburgh, Cleveland & Toledo RR

Inc. 6-8-1882 as consolidation of P.C.&T. (Pa.) and PC&T (Ohio), both inc. 5-2-1882.

Built New Castle Jct. to Valley RR Jct., Ohio, 76.9 miles. Opened 3-1-1884

Leased to P&W 7-15-1884 and used by B&O RR for its Chicago line. At time of formation of company the P&W had only a 25% interest. No locomotives

Pittsburgh East & West RR

Inc. 3-3-1881 Allegheny City thru Allegheny, Butler, & Clarion counties to Clarion, 100 miles, 3' gauge.

Merged 6-15-1881 into P&W RR. No track laid.

Pittsburgh, Lake Erie & Western RR

This is an error for Pitts, New Castle & Lake Erie RR. It was never inc. although mentioned in Poors Manual as reorg. of Pittsburgh & Northwestern RR

Pittsburgh, New Castle & Lake Erie RR

Inc. 9-22-1877 as reorg. of Pittsburgh & North-Western RR

Built Etna to Zellenople, 30 miles, 3' gauge, opened 1-1-1879.

Foreclosed 9-24-1879 as reorg. as Pittsburgh & Western RR.

Loco:	1	0-6-0	Porter	4-1878	260	To P&W #1, 1879 or Pitts. S. & W. #3
	2	2-6-0	Porter	5-1878	307	" #2, 1879- To P&W #3 and then
	3	4-4-0	Pitts.	12-78	389	Sold Painesville & Youngstown RR, Nov. 1881.

Red Bank & Youngstown RR

Inc. 12-15-1881 from mouth of Red Bank Creek to where Mahoning River crosses state line, 65 miles. Merged 6-15-1881 into P&W. No track laid.

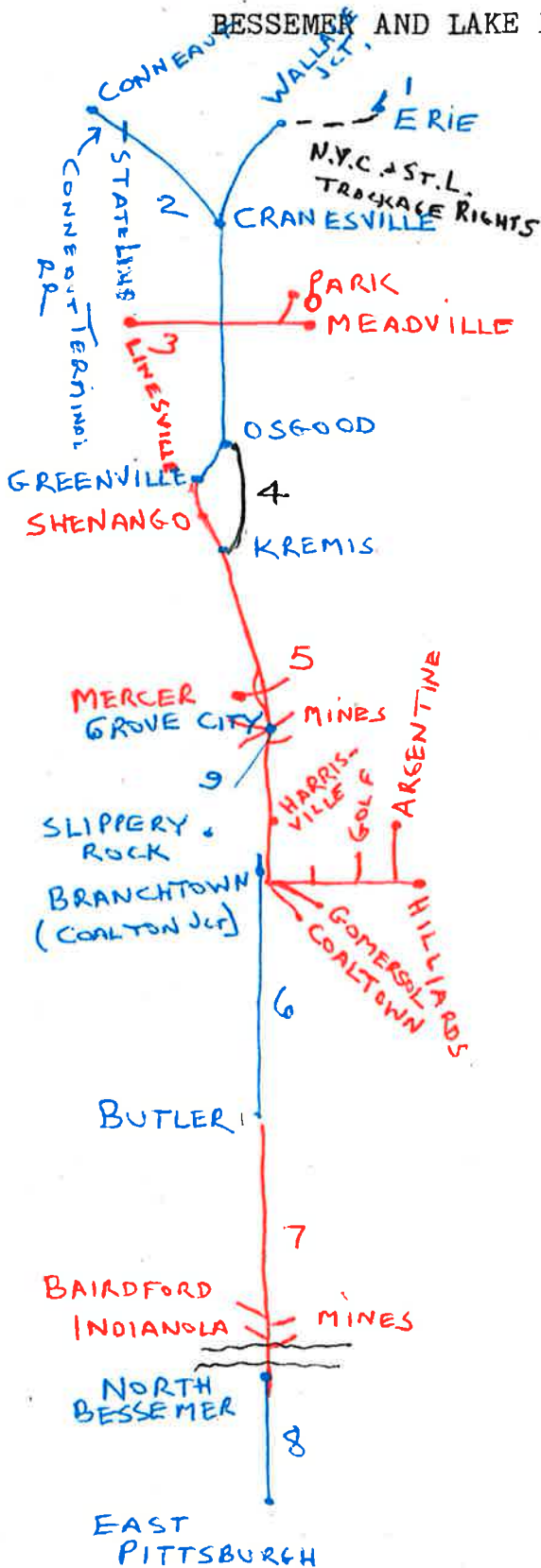
Youngstown and State Line RR

Inc. in Ohio. Merged 6-15-1881 into P&W. No track laid.

RENOVO

Most towns which had begun as railroad towns either attracted other industry or residents worked outside of town once the automobile became prevalent. Steel freight cars drastically reduced freight car repair shops and then the diesel locomotive after World War II spelled finis to railroad communities. In Pennsylvania there was one exception - only one - Renovo. Located in Clinton County on a flat area bounded by mountains and the Susquehanna River, there just was no reason for any industry locating here. Renovo was created as the first division point of the Sunbury and Erie RR, roughly 90 miles west of Sunbury. Division points and their yards were located about every 100 miles. Right up into the 1950s Renovo was a railroad town. The back shop repaired steam locomotives until the late 1950s. In 1950 the population was 3750 people. In 1980 it was 1800. Taking up part of the slack of the shops being closed and the fewer trains and crews were several industries which seem to come and go and as the population grows older, death helps to further cut the population. Because it was a railroad town until the 1960s, the last one in the state, it presents a good picture of what railroad towns were like. In its heyday, due to the importance of the location for shops and division point, many accomplished people lived there, and the alumni role of the Renovo High School has an unusually high number of people who became successful. Few towns have a higher percentage of its high school graduates becoming outstanding successes.

BESSEMER AND LAKE ERIE RR



1. Erie Terminal RR
2. Pittsburgh, Shenango & Lake Erie RR E
3. Meadville RR
4. Bessemer & Lake Erie RR E
5. Shenango & Allegheny RR E
6. West Penn & Shenango Connecting RR
7. Butler & Pittsburgh RR
8. Pittsburgh, Bessemer & Lake Erie RR E
9. unknown

Bessemer & Lake Erie RR Inc. 12-30-1900			
Pitts. Bess. & Lake Erie RR Inc. 12-22-1896			
Pitts. Shenango & Lake Erie RR Inc. 2-10-1888			
Shenango & Allegheny RR Inc. 4-9-1867	2-10-89		
Bear Creek RR Inc. 3-20-1865	4-9-67		
Pittsburgh, Butler & Shenango RR Inc. 3-25-1889			
West Penn & Shenango Conn. Inc. 6-6-1882	3-25-89		
Connoquenessing Valley RR Inc. 5-3-1881	6-6-82		
Erie Terminal RR Inc. 5-18-1891			
Butler & Pittsburgh RR Inc. 4-8-1896			
Meadville, Conneaut Lake & Linesville RR Inc. 6-27-1891			
Meadville & Linesville RR Inc. 2-1-1884	6-27-91		
Meadville RR Inc. 8-2-1880	2-1-84		
		4- - 1893	
		1-20-1897	
			11-1-1949

Additional information:
Railroads of Pennsylvania by Roger Saylor

BESSEMER AND LAKE ERIE RR

The B.&L.E. was put together by Andrew Carnegie in 1896 so as to transport iron ore from the Great Lakes. However, prior to that there were two independent railroads, the Meadville and Linesville RR and the Shenango and Allegheny RR, the latter serving coal mines and becoming part of the main line. The W.&L. became two branch lines. The reasons for its construction and acquisition by the B&LE are unknown. The railroad was doubled tracked until the 1950s when CTC was installed. It handled 20+ million tons a year almost all of which was ore, coal, and limestone. Ore was carried only during the shipping season for boats of 8 months.

Bessemer & Lake Erie RR

Inc. 12-30-1900 to lease the Pitts., Bessemer & Lake Erie RR and to build a bypass around Greenville so as to expedite ore movements to Pittsburgh. Owned by the United States Steel Co.

Built in 1902 Kremis to Osgood, 8.9 miles - the Greenville Cut-off.
Leased 4-1-1901 the PB&LE and the Meadville, Conneaut Lake and Linesville RR.
Acquired Western Allegheny RR 12-31-1967. See Butler County railroads for it.
Trackage rights over the Nickel Plate RR to reach Erie, but most ore went thru Conneaut harbor. Also had trackage rights over B&O RR in Butler from 3-11-1913 until 6-1-32 to B&O passenger station to connect with B&O trains. Reverted to using its own station.
Locomotives: See page 304.

Bear Creek RR

Inc. 3-20-1865 Martinsburg, Butler Twnp to Erie and Pittsburgh RR between Sharpsburg and West Greenville.

Suppl. 4-9-1867 name changed to Shenango & Allegheny RR
Suppl. 4-14-1870 may extend eastern end to Allegheny Valley RR
Not built. Probably was intended to serve coal mines.

Butler & Pittsburgh RR

Inc. 4-8-1896 and opened 6-30-1898 Butler to North Bessemer, 33.9 miles to haul ore. Merged 1-20-1897 with Pitts, Shenango & Lake Erie RR to form Pitts, Bess. & L.E. RR

Built Indianola Br. from Deer Creek Jct. to Indianola, 2½ miles after 1908 for mine
ICC auth. aband. 4-27-1960.

Built Bairdford Br. from Russeltown to Bairdford, 3½ miles, after 1908, serve mine.
ICC auth. aband. 1-25-1960.

Connoquenessing Valley RR

Inc. 5-3-1881 Butler to Shenango & Allegheny RR, 14 miles.
Reorg. 6-6-1882 as West Penn & Shenango Connecting RR. No track laid.

Erie Terminal RR

Inc. 5-18-1891 Erie to P.S.&L.E. RR near Girard Jct., 15 miles. Built Erie to Cascade, 2.2 miles.

Intended to connect N.Y. Chicago & St. Louis RR whose tracks were used from Wallace Jct. to Erie, to ore dock.

Merged 4-1893 into Pitts, Shen. & Lake Erie RR. No locos.
ICC auth aband. 1.3 miles w/12th St., Erie to ?

Meadville Ry

Inc. 8-2-1880 and built partly Meadville to Linesville, 20.5 miles and 1 mile to Lake Exposition grounds (or built by successor company). Opened 10-4-1884.

Aband. Linesville Br., 3.5 miles, in late 1952/early 1953.

ICC auth. aband. 4-1-1969 1.00 Park Branch to fair grounds

ICC auth. aband. 9-30-1976 Meadville Jct. to Rte. 86 in Meadville, 14.2 miles. Remainder 1 mile sold?

Meadville & Linesville RR

Inc. 2-1-1884 as reorg. of Meadville RR. Completed laying track Linesville to Meadville and Exposition grounds. Opened 10-4-1884

Foreclosed and reorg. 6-27-1891 as Meadville, Conneaut Lake & Linesville RR.

Aband. - see Meadville Ry.

Locos:	1	4-4-0	Altoona	ex Pa. RR#	Became PB&LE #17
	2	"	Baldwin 1885 7641	new	" 18
	3	"	" 1876	ex	" 19

Meadville, Conneaut Lake & Linesville RR

Inc. 6-27-1891 as reorg. of Meadville & Linesville RR

Track - Meadville to Linesville, 20.5 miles; Lance Jct. to Exposition park, 1.2 mi; Vallonia Br., 1.2 miles (not on map)

Leased 6-8-1891 to Pitts., Shenango & Lake Erie; 4-1-1901 leased to B&LE. Merged 11-1-1949
Aband. See Meadville Ry. (all torn up)

Pittsburg, Bessemer & Lake Erie RR

Inc. 12-22-1896

Reorg. 1-20-1897 as consolidation of Pitts, Shenango & Lake Erie RR, 106.7 miles, and Butler & Pittsburgh RR.

Complete construction of Butler & Pitts., Butler to North Bessemer, 33.9 miles, opened 6-30-1898.

Pittsburgh, Bessemer & Lake Erie RR cont.

Built North Bessemer to Bessemer (EAST Pitts.) 7.0 miles in 1902. This track was then leased to Union RR which has operated it ever since with the B&LE stopping at North Bessemer.

Leased to B&LE 4-1-1901 and merged into B&LE 11-1-1949.

P.B.&L.E. received the first steel hopper cars which were first built in 1896-97 by Pressed Steel Car Co. of Butler. They held 50 tons of coal versus the std. 30 ton capacity wood car which did not have pronounced hoppers.

Locos: See page 303.

Pittsburgh, Butler & Shenango RR

Inc. 3-25-1889 as r org. of West Penn & Shenango Connecting RR, Coaltown Jct.

(Branchton) to Butler, 20.1 miles

Merged 10-22-1890 into Pitts, Shen. & L.E.RR

Pittsburgh, Shenango & Lake Erie RR

Inc. 2-10-1888 as reorg. of Shenango & Allegheny RR

Pitts, Butler & Shenango RR merged in 10-20-1890 and on April 1893 Erie Terminal RR and Conneaut Terminal RR (Ohio) merged in.

Leased 6-8-1891 Meadville, Conneaut Lake & Linesville RR

Merged 1-20-1897 with Butler & Pitts RR to form P.B.&L.E.

Built Greenville to Osgood, 5 miles, 1889-90; Osgood to Wallace Jct. (NYC&StL), 45 miles 1890-91; Cranesville to Conneaut, Ohio, 14.4 miles 1892.

Intended to bring Great Lakes ore to Pittsburgh and haul coal to the lakes. In 1890 steel industry was just beginning to use Minnesota ore. Prior to then all ore obtained locally in Penna.

1	former Shenango & Alleg. #1.	Disposed by 1896.	Sc.		
2	" #2		Sc. 1899		
3	" #3		Became PB&LE #201		
4	" #4		" 202		
5	" #5	Disposed by 1893.	Sc. 1894		
5	0-6-0 Pittsburgh	1894 1531	" 211		
6	former S&A #6	Disposed by 1888.	Sc. 1889		
6	4-4-0 Pittsburgh	1889 897	" 2		
7	former S&A #7	" "	Sc. 1907 3		
8	" #8	" "	Sc. 1913 4		
9	" #9	Disposed by 1897	Sc. 1896		
10	" #10	Disposed by 1898	" "		
11	" #11	ren. 210 P.B.&L.E.			
12	4-4-0 Pittsburgh	1890 1190	" Sc. 1913 5		
13	" "	1891 1200	" Sc. 6		
14	" "	1893 1408	" "		
15	" "	" 1411	" "	7 SOLD SIDE 1926	
16	" "	1895 1529	" "	8 " " "	
17	Altoona Norris 1848	ex Meadville & Linesville RR #1	Sc. 1894		ret Altoona?
18	Baldwin 1885 7641	" "	Sc. 1911 2		PB&LE #18 200
19	" 1876	" "	Sc. 1913 3		" # 19, 1
20	2-6-0 "	1891 1215	" "	20 Sc. 1915	
21	" "	" 1216	" "	21 " 1914	
22	" "	" 1240	" "	22 " "	
23	" "	" 1241	" "	23 " "	
24	" "	1892 1339	" "	24 " 1917	
25	" "	" 1340	" "	25 Sold 1916 TO	
26	" "	1893 1304	UNKNOWN	DISPOSITION	
27	4-6-0 "	" 1437	" "	31 Sc. 1923	P.B.&L.E. #30, Sc. 1923
28	" "	" 1438	" "	32 " "	
29	" "	" 1439	" "	33 " "	
30	" "	" "	" "	40 " 1924	
31	" "	1895 1558	" "	41 " "	
32	" "	" 1559	" "	42 " 1923	
		" 1560	" "		

Shenango & Allegheny RR

Inc. 4-9-1867 as name change of Bear Creek RR in Mercer County.

Suppl. 4-14-1870 may extend easterly to Allegheny Valley RR (Shenango to Brady Bend 95 miles, but built only to Hilliard).

Built 1869 Shenango to Pardoe; July 1872 Pardoe to Harrisville; Jan. 1876 Harrisville to Hilliard; March 1882 Shenango to Greenville; branches Burnett to Morristown 2.7 miles, Branchton to Coaltown 3.1 miles built 1876-80 period; Branchton to Gomersol, 4.0 mile built about 1876-80.

Became Pitts., Shenango & Lake Erie RR Feb. 1888 with no renumbering of locos.

Abandoned Coaltown and Gomersol branches by 1910.

I.C.C. auth. aband. 9-6-1941 from Hilliards Br. Jct. to Argentine, 2.0 miles. Mine closed about 1936; Aband. 1954 Mercer Jct. to Mercer, .8 mile and old main line at Mercer of about 10 miles.; Aband. 1-4-1980 .8 mile in Marion Twnp coal spur on Hilliards Br.

Shenango & Allegheny RR cont.

Loco:	No record in Danforth builder records of #1 and 2.
1	4-4-0 Danforth 1869 "J.J. Shyrock" Became PS&LE #1
2	" " "T.H. Wells@" " 2
3	" " Pittsburgh 1876 329 "H.K. Wick" " 3
4	" " " " 330 R.B. Roosevelt" " 4
5	" Baldwin 1871 2372 ex Pithole Valley RR #3 or 2, acq. 1878.. PS&LE #5
6	" " 1865 1408 ex " #1 " " 6
7	" Pittsburgh 1882 557 new " " 7
8	" " " 619 new " " 8
One record says following engines were 10 & 11. However, photo of #11 shows 0-4-0	
9	4-4-0 Baldwin 1866 1521 ex Pa. RR #358, acq. 1-1887 " " 9
10	" " 1867 1645 " 393 " " 10
11	0-4-0 " 1873 ex Wampum Furnace Co. " " 11

West Penn & Shenango Connecting RR

Inc. 6-6-1882 as name change of Connoquesnessing Valley RR (but name not filed at Harrisburg until 1-10-1891.)
 Intended as a connecting line between Penna. RR and Shenango & Allegheny RR
 Built and opened 9-10-1883 Coaltown Jct. (Branchtown) to Butler, 20.1 miles.
 Leased to Shenango & Allegheny RR 9-10-1883
 Foreclosed 1-5-1889 and reorg. as Pitts., Butler & Shen. RR 3-11-1889.
 Merged 10-22-1890 into P.S.&L.E. RR

NORTHWESTERN PENNA. TRACTION CO.

4 mile line running south out of Grove City toward Slippery Rock probably to serve coal mine. Shows aband. on 1955 topo map, but not shown in Official Guide maps. **BUILT LINE BUT DID NOT USE IT.**

Pittsburgh, Bessemer & Lake Erie RR Locomotives
 Took over in 1897 by name change the PITT., Shenango & Lake Erie RR. Do not believe engine numbers were changed at that time. In 1901 it became the PS&LE.
 Disposition - RENUNCIATED 1903 (renum 230 in 1900) Sc. 1936

20-31	PS&LE #19	Built C.N.	Disposition - RENUNCIATED 1903
1	0-6-0 Pittsburgh 1897	1712	PS&LE #230 (renum 230 in 1900) Sc. 1936
2	former Shenango & Allegh. #2		Gone by 1900?
3	" #3		PS&LE #201
4	" #4		201 " Sc. 1911
5	PS&LE #5		202 " Sc. 1911
6	" #6		211 " Sc. 1923
7	" #7		2 " Sc. 1913
8	" #8		3 " " 1907
9	0-6-0 Pittsburgh 1898	1587	4 " " 1913
10	former S&A #10 (unless scrapped prior 1897)		212 " " "
10	0-6-0 Pittsburgh 1899	1948	231 " " "
11	former S&A #11 (unless scrapped prior 1897)		210 " " "
12-18	former PS&LE #12-16.		See that roster
20-32	" " 20-32.		REN. 1903 #5-9 NOT RENUNCIATED
50	2-6-0 Brooks 1897	2803	Sc. 1929
51	" " "	2804	" "
52	" " "	2805	" "
53	" Baldwin "	15329	Sold 1926 to Cheswick & Harmar RR
54	" " "	15330	Sc. 1936
55	" " "	15331	" "
56	" " "	15332	" "
57	" Pittsburgh "	1713	" 1936
58	" " "	1714	" "
59	" " 1898	1785	" 1929
60	" " "	1786	" 1936
61	" Baldwin "	15706	Sold Union RR, 1926, #196
62	" " "	15707	" 1927 197
63	" " "	15708	" " 198
64	" " "	15709	" " 199
65	" Brooks "	2938	" 1936
66	" " "	2939	" "
67	" " "	2940	" "
68	" " "	2941	" "
75	2-8-0 Pittsburgh "	1782	" 1926
76	" " "	1783	" 1927
77	" " "	1784	" "
78	" " 1899	1949	" 1929
79	" " "	1950	" 1930
80	" Brooks "	3189	" 1926
81	" " "	3100	" "
82	" Baldwin "	16669	" "
83	" " "	16670	" "
84	" " "	17784	" "
85	" Pittsburgh 1900	2141	" 1929
86	" " "	2142	" 1936
87	" " "	2248	" "
88	" " 1901	2249	" 1927
89	" " "	2250	Sold Cheswick & Harmar RR 1927
90	" " "	2251	Sc. 1936
91	" Baldwin "	18763	Sc. 1926
92	" " "	18891	" "
93	" Brooks "	3818	" 1936
94	" " "	3819	" "
150	2-8-0 Pittsburgh 1900	2100	" heaviest
151	" " "	2101	" 1943 (Biggest/loco. in world in 1900)
152	" " "	2252	" 1936

210 #4 PS&LE #6

Bessemer & Lake Erie RR cont.

Pittsburgh, Bessemer & Lake Erie RR locomotives cont.

201	4-4-0	Pitts.	1876	329	ex Shen. & All. #3.	Sc. 1911
202	"	"	"	330	" " " 4.	" " "
211	0-6-0	"	1894	1531	" P.S.&L.E. #5.	Sc. 1923
212	"	"	1898	1587	" PB&LE #9, ren. in 1900?	Sc. 1923
230	"	"	1897	1712	" #1	" " 1936
231	"	"	1899	1948	" #10.	" 1900? Sold Etna & Montrose RR 1937
232	"	Brooks	1900	3502	Sc. 1936	"
233	"	"	"	3503	"	"

Bessemer & Lake Erie RR Locomotives

Taken over in 1901 the PB&LE. In 1900 PB&LE renumbered many of their locomotives and these carried those numbers on the B&LE.

1 unknown

2-9	4-4-0	refer to PS&LE roster				Sales of Engines: 7,8,9 sold S.I.EE, 1926
10	"	pittsburgh	1909	45893		16 Union RR #400, 1936
11	"	"	"	45894		19 " 401, "
15	"	Cooke	1900	2504		53 Cheswick & Harmar Ry #2, 1926
16	"	pittsburgh	1905	30736		61-64 Union RR #196-199, 1927
17	"	"	"	30737		89 Cheswick & Harmar #3, 1927
18	"	"	1908	40866		96 Rahway Valley RR #12, 1927
19	"	"	"	40867		115 Montour RR #14, 1936
20-25	2-6-0	refer to PS&LE roster				117 Pitts, Lisbon & West. #30, 1935
31-33	4-6-0	" " "				118 Lake Erie, Frank & Cl. #122, 1935
40-42	"	" " "				119 Pitts, Lisbon & West #31, 1935
50-68	2-6-0	" " PB&LE				123 Montour #15, later PL&W #15, 1936
75-94	2-8-0	" " "				125 Cheswick & Harmar #4, 1930
95-104	"	Pitts.	1902	25639-48	Sc. 1930, 27, 27, 27, 27, 27, 30, 27, 30, 27	231 Etna & Montrose, 1937
105-114	"	"	1903	27204-13	Sc. 1936, 27, 30, 27, 30, 30, 27, 27, 30, 30	
115-124	"	"	1905	30738-47	Sc. 1936, 36, 35, 35, 36, 36, 36, 36	
125-130	"	"	1907	42091-6	Sold 1930 C.O.H., Sc. 1930 road	
131-145	"	"	1909	43904-18	Sc. 1930, 29, 29, 30, 30, 29, 29, 36, 30, 30, 29, 29, 19	
150-152	"	refer to PB&LE roster			Sc. 1943, 36, 36, 43	
153	"	Pitts.	1902	26280	Sc. 1943	
154-155	"	Baldwin	1909	33370-1	Sc. 1943, 54, 53, 53, 51	
156-157	"	"	1911	36560-1	Sc. 1943, 53	
158-159	"	"	1913	40459-60	Sc. 1953, 51	Mos. 201-212 see PB&LE roster
227-229	0-6-0	"	1911	36502-3, 557	Sc. 1952, 52, 50	
230-233	"	refer to PB&LE roster				Sc. 1936, sold E&M 1937, Sc. 36, 36
234-237	"	Baldwin	1909	33347, 366, 367, 379	Sc. 1950, 50, 48, 50	
251-254	0-8-0	Schen.	1936	68736-9	Sc. 1954, 4, 3, 4	
255-256	"	"	1937	68889-90	Sc. 1954	
247-258	"	"	1941	69538-9	Sc. 1953	
259-262	"	"	1942	69723, 70031, 69994-5	Sc. 1954, 3, 3, 4	
325-344	2-8-0	Pitts.	1911	49944-63	Sc. 1936-1942	
345-354	"	"	"	49964-73	Sc. 1948-1954	Sold 1952 to Unity RR, 44
355-362	"	"	1913	54155-62	Sc. 1953-54	
501-520	2-10-2	Bald.	1916	43950-1, 994-7, 44100-4, 134-6, 156-7, 205-8	Sc. 1948-51	
521-525	"	"	1919	51949, 58-59, 81-82	USRA All Sc. 1947	
601	2-10-4	"	1929	60898	Sc. 1953	
602-610	"	"	1930	61247-8, 65-66, 74-78	Sc. 1952-54	
611-620	"	"	1936	61912-21	Sc. 1952-54	
621-630	"	Schen	1937	68891-68900	DM&R #700-709, 1951	
631-635	"	Bald.	1940	64150-4	DM&R #710, 1951; Sc. 1954, 54, 52, DM&R 711, 1951;	
636-637	"	"	1941	64577-8	Sc. 1954; DM&R 712, 1951	
638-642	"	"	1943	64718-22	DM&R #713, 1951; Sc. 1952, 52, DM&R #714, 1951;	
643-647	"	"	"	70057-61	Saved, Sc. 1952, Sold DM&R #715-717, 1951	
901-904	4-6-2	Schen.	1913	54163-6	all scrapped 1953	

Diesel partial:

701-707	2 unit	EMD	F7	3000 hp	1950	11809-822
708-714	"	"	"	"	1951	13678-685
715-722	"	"	"	"	1952	
723-724	"	"	"	"	1952/3	
725-728	"	"	"	"	1953	

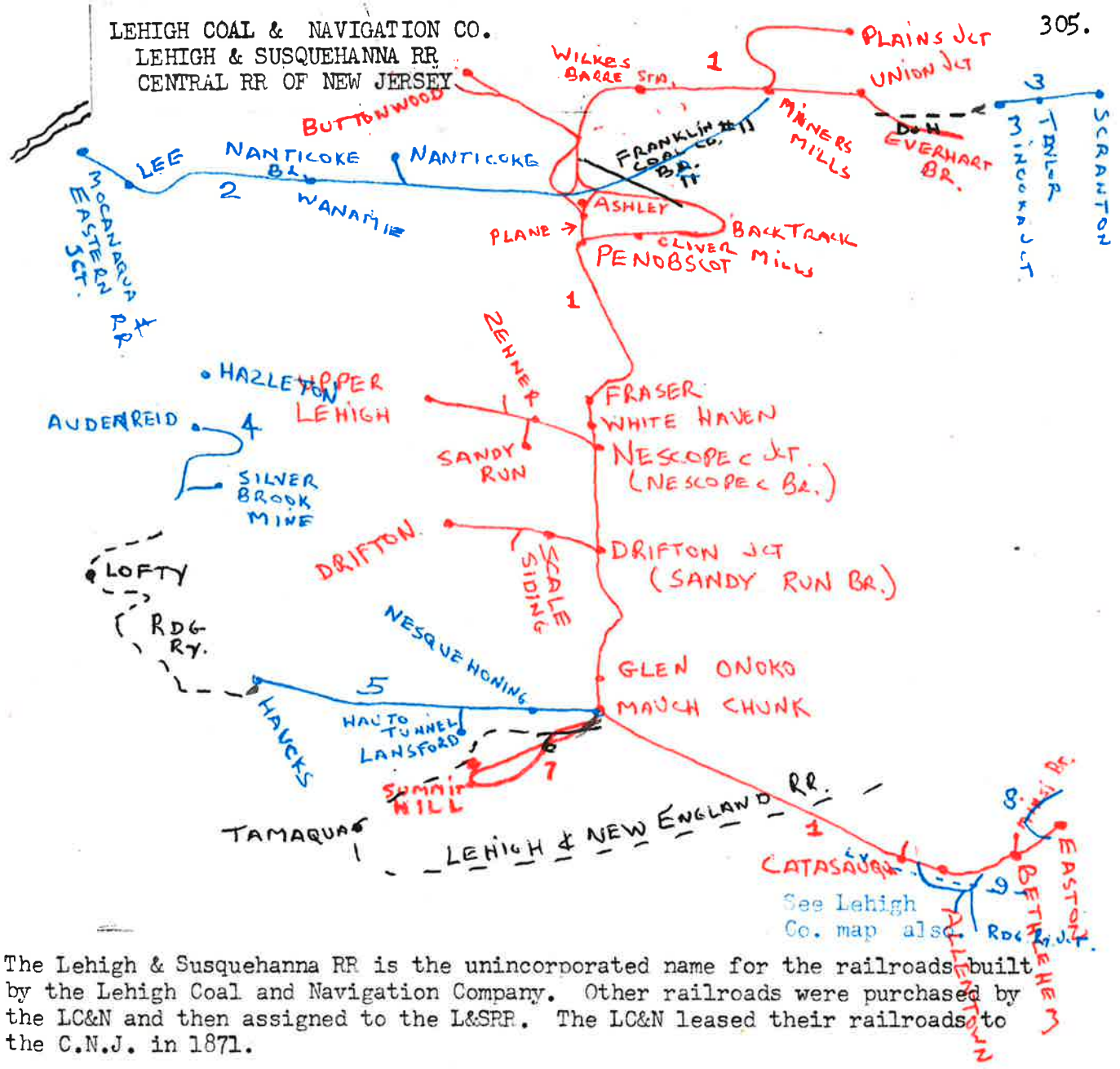
281 530 hp BLW-WEST 1935 Sold 1935
 9, 10 1500hp Baldwin 1948 73988-9
 282 1000 " " 73958 Sold 1962 to U.S. Steel, Geneva
 403 1500 " " 1949 74715 -
 404-407 " " 1950 74933-6
 " " 1952 75757-8

285 800 HP EMD 1951 12949 sold DONORA & SON, ALA. 1963

286 EMD 1947 4796 of NORTHAMPTON & BATH 1002 LAKE ERIE #1002, 1973
 291-2 ALCO 1952 8004-A-5 Sold 1962 to 3 to YOUNGSTOWN & NATH. #21-226.

SOLD LOCOS CONT.
 326 Tennessee RR #38, 1942
 327 Lake Erie, Frank & Cl. #35, 1937
 328 Pitts, Lisbon & West. #32, 1932
 329 Lake Erie, Frank & Cl. #38, 1937
 330 " #30, 1936
 334 & 337 National of Mexico #1590, 1 1942
 342 Cheswick & Harmar #6, 1941
 351 Lake Erie, Frank & Cl. #50, 1948
 352 Unity RR #352, 1944
 332 Lake Erie, Frank & Cl. #32, 1937
 339 " #39, 1937

LEHIGH COAL & NAVIGATION CO.
LEHIGH & SUSQUEHANNA RR
CENTRAL RR OF NEW JERSEY



The Lehigh & Susquehanna RR is the unincorporated name for the railroads built by the Lehigh Coal and Navigation Company. Other railroads were purchased by the LC&N and then assigned to the L&SRR. The LC&N leased their railroads to the C.N.J. in 1871.

1. Lehigh and Susquehanna RR (LC&N)
2. Nanticoke RR
3. Wilkes Barre & Scranton Ry.
4. Treschow RR
5. Nesquehoning Valley RR
6. Room Run RR (not operated by CNJ)
7. Mauch Chunk Switchback RR (not operated by CNJ)
8. Easton and Western RR
9. Allentown Terminal RR (half owned with ~~RR~~)
10. Beaver Meadow, Treschow & New Boston RR (not shown, ran off Treschow RR)
11. FRANKLIN COAL Co.

CNJ connected with Delaware & Hudson RR at Union Jct., Erie RR at Plains Jct, DL&W at Taylor, NYO&W at Sctanton, Penna. RR at Buttonwood, Reading at Haucks, LV at various points.

LEHIGH COAL & NAVIGATION COMPANY
LEHIGH AND SUSQUEHANNA RR
CENTRAL RR OF NEW JERSEY

Central RR of Pennsylvania Inc. 2-29-1914				
Central RR of New Jersey Inc. 1849 in N.J.	E.	leased 8-5-1916	1-1-53 lease cancelled	To CONRAIL 4-1-76
Lehigh Coal & Navigation Co. (Lehigh & Susq. RR) Inc (for RR construction) 5-13-1837	E.	leased 3-31-1871		
Mauch Chunk Switchback Not inc. - part of LC&N. 1826		Aband. for frt. 1872.	Tourist aband 1931	
Room Run RR Not inc. - part of LC&N. 1833		Aband 1861-62		
Nanticoke RR Inc. 3-15-1860				1867
Wilkes Barre & Scranton RR RR Inc. 2-15-1851				3-15-60
Lehigh & Delaware Water Gap RR Inc. 5-4-1857				3-15-63
Nesquehoning Valley RR Inc. 5-14-1861	LC&N		TO CONRAIL 4-1-76	
Treschow RR Inc. 5-26-1870	LC&N		Abandoned 1972	
Wilkes Barre & Scranton Ry. Inc. 9-8-1886	LC&N			
Alleghen Terminal RR Inc. 8-20-1888	OWNED BY LC&N AND ROC. RY.			
Easton & Western RR Inc. 2-20-1914	OWNED BY CNJ	inc 2-29-1914	2-29-1914	
Lehigh & New England Ry. Inc. 11-1-61			TO CONRAIL 4-1-1976	
Beaver Meadow, Treschow & New Boston RR Inc. 2-21-1894		operated by CNJ Corp. dissolved 2-1938		

The LC&N leased their existing railroads to the CNJ 3-31-1871 to operate. All rail lines later built, even though instigated by the CNJ, were leased to the LC&N Co. (who owned their stock) and then leased back to the CNJ to operate. Only exception is Easton & Western which was CNJ built and leased to CNJ, and Beaver Meadow, Treschow & New Boston which evidently was owned by the coal company it served who leased the track to the CNJ to operate.

To compete with L.V., the LC&N leased their railroads to CNJ in 1871 which thereby extended CNJ from the NJ-Pa. state line. All lines in Pa. except 3 were to serve coal mines - Wilkes Barre & Scranton RR which was an outlet for northbound coal and a connection with DI&W for eastbound merchandise traffic, the Allentown Terminal RR which allowed CNJ passenger trains into center of Allentown and a Reading Ry connection, and the Easton & Western RR.

Last coal mine on CNJ closed about 1960 at Wanamle on Nanticoke RR. Ashley Plane closed 1947 when the diesels arrived. DI&W provided one freight a day and there was some D&H interchange. CNJ rec'd one daily freight from Reading Ry at Hauto coming from Williamsport.

On 4-1-1972 L.V. took over operation of all CNJ remaining lines in Pa. In 1987 part of the main line from Easton to beyond Penobscot remains, Desquehoning Valley RR from Mauch Chunk to Hauto, and portions of 5 lines at Ashley were taken over by Pocono Northeast RR on the Nanticoke Branch (both ways from Ashley), Franklin Br. and short piece of main line (both ways from Ashley).

Allentown Terminal RR

Inc. 8-20-1888 and opened 3-17-1890 Schelber's Mills (East Allentown), crossing the river into Allentown so that passenger trains could run into the city and also serve as Reading Ry connection, and then recrossing the river at west end of Allentown to reconnect with main line for passenger trains, 2.7 miles. Had 11 miles track including yards. Built by CNJ and Rdg.

Leased 7-10-1889 to LC&N and Reading Ry. Track to Conrail 4-1-1976 and corp. liquidated 1982.

Aband. .8 mile 7.8.69 location not given. Aband 8-14-1975 2.1 mile north side Hamilton St. in Allentown to east bank Lehigh River (includes bridge) west end of line.

Beaver Meadow, Treschow & New Boston RR

Inc. 2-21-1894 and opened 10-13-1894 Coleraine Colliery to CNJ and Rdg. connections. Inc. New Boston Jct. on Penna RR to Del., S&S (LV) near Bear Meadow, 20 miles.

Only the 2.6 miles built (later referred to as Treschow RR).

Operated by CNJ from time of opening. Aband. after 1924. Last listed in Moodys 1933

Central RR of New Jersey

Inc. 1849 in N.J. and leased LC&NCo. 3-31-1871. Reading Ry leased and operated CNJ 6-1-1883 to 1-1-1887 and 12-2-1891 to 8-8-1893, both times lease being cancelled by Reading Ry bankruptcy. In 1901 Reading obtained stock control. Trackage in Penna. spun off 8-5-1946 to C.RR of Pa. to reduce taxes. Merged into Conrail 4-1-1976. See LC&N for abandonment of lines.

Central RR Co. of Penna.

Inc. 2-29-1944 and on 8-5-1946 took over ownership of CNJ tracks in Penna. Leased back to CNJ to operate. In 1-1-1953 CRR of Pa. ceased operating control when tax advantage ceased after courts refused tax reductions to CNJ, but corp. remained in existence. RR was formed in 1944 as a name change of Easton & Western RR.

Easton & Western RR

Inc. 2-20-1914 Easton to Hope's Lock, 4 1/2 miles. Built 1914-15 from west of Easton at E&W Jct. running north and then east at north end of Easton. Renamed 2-29-44 Central RR of Penna. ICC auth. aband. 5-26-1972.

Intent: ?

FRANKLIN COAL CO. SEE APPENDIX 5

Lehigh & Delaware Water Gap RR

Inc. 5-4-1857 Bethlehem or Freemansburg at North Penna. RR to Delaware Water Gap. Suppl. 4-21-1863. May extend from Freemansburg to Allentown and Catasauqua after completing line from Easton to Freemansburg, bridge over Lehigh River at F. and connection with North Penna. RR Iron Hill Br. or bridge at Bethlehem and jct. with main line North Penna. RR. No track laid. Merged into Lehigh & Susque. 1867.

Lehigh & New England Ry.

L.&N.E. RR - see separate listing and map. Inc. 11-1-1961 to take over L&NERR lines Allentown to Bethlehem to Bath to Martins Creek, Clyde to Shoenersville, and Tamaqua to Hauto, 37 miles. Leased by CNJ to operate. CNJ took over 1 mile of L&NERR at Catasauqua which did not go into Ry. ICC auth. aband. Martins Creek to Uhlers, 5.8 miles 10-13-1969; Uhlers to Nazareth, 1986

When CNJ aband. 1972 became independently operated. Merged into Conrail 4-1-1976 Tamaqua Hauto line served several coal mines. Martins Creek line served cement industry which went largely to truck. Loco: 1531, 1531, 1531, ENR 6P7

1532 " 1632 " "
1601 " 1601 ALCO RS-4

Lehigh & Susquehanna RR

Not incorporated. The rail lines of LC&N.

Lehigh Coal & Navigation Co.

Act. 5-13-1837 allowed the company to build a railroad from Wilkes Barre to their slack water on Lehigh River at mouth Wrights Creek within 3 years instead of build a canal. Opened 1840 Wilkes Barre up Ashley Planes to end of canal at White Haven. Built east of White Haven after 1862 flood washed out parts of the canal.

Act. 4-18-1861 build branch RR near head of planes in Luzerne Co. to foot of planes as a back track for empty cars and build branch railroad from foot of planes #3 in Ashley to Nanticoke RR.

Suppl. 3-4-1863 Canal above Mauch Chunk having been flood destroyed, L&SRR authorized to build from Mauch Chunk to White Haven, 24 miles.

Suppl. 3-16-1864 may extend from Mauch Chunk to Delaware River,

Lehigh Coal & Nav. Co. (Lehigh & Susquehanna RR) cont.

Built: "White Haven to Solomons Gap 1840 Ashley to Wilkes Barre 1843
 Ashley Planes 1843. Abandoned 1947 after dieselization.
 South Wilkes Barre to Wilkes Barre (Canal Branch) 1866
 White Haven to Mauch Chunk 1866
 Mauch Chunk to Phillipsburg, NJ 1868
 Sandy Run Br. to Drifton, 10.5 miles built 1876
 Nescopee Branch (Upper Lehigh), 10 miles built before 1878
 Aband. ICC auth. 8-3; 933 Drifton Jct. west to Scale Siding, 2.4 mi. Op. Dis. 1929.
 Ab. 1901 Scale Siding to Drifton after op. disc. 1896. Sand & gravel at Scale.
 1965 disc. op. Leighton to White Haven, 29 miles and used L.V. track.
 1947 Ashley Planes aband.
 5-16-1957 Nescopee Jct. to Upper Lehigh aband. including to Sandy Run, 9.0 and 2.2
 8-21-1971 Coplay Br., Coplay Jct. ½ mi at m.p. 94.3 in Catasauqua. ex L&NE? miles
 Minsi Trail Br., 1 mi., at m.p. 83 in Bethlehem north auth. 5-26-1972 but not
 ab. and still in 1987.
 Buttonwood Br., 2.2 mi. 5-26-1972 (Wilkes Barre area)
 Franklin Br., 1.0 mi. south end in Ashley 8-21-1971. Rest to Pocono Northeast RR
 Leighton to Packerton main line 2 mi., 5-26-1972 1982.
 Canal Br. (Miners Mills to Plains Jct.) aband. 1972-76. (Prob. 1976)
 Union Jct. toward Miners Mills, 1 mi. ab. 1972-76 (prob. 1976); end south to Miners
 Mills, 1 mi., 1976-1982
 Miners Mills on main line thru Wilkes Barre to Franklin Jct near Ashley, 5 mi. ab.
 1972-76 (prob. 1976). Remaining ½ mi. to Pocono Northeast RR 1982
 Backtrack from L.V. Jct. *down mtn to about ½ mi. north of Ashley ab. 1972-76.
 Everhart Br. (at Union Jct. to Westminster Br. spur of Wilkes Barre & Eastern RR
 near Suscon Jct., 2 or 3 mi. ab. prior 1939.
 Glen Onoko to Fraser, 25.4 mi. 12-28-1964 main line. Used LV line instead.
 Main line between Easton and Bethlehem (at Minsi Tr. Br.) aband. 1-15-1985
 3.9 mi. from Freemansburg (at Minsi Tr. Br.) east to near Hope, m.p. 78. M.P.
 78 east to m.p. 74.3 at Easton aband. prior 1984. M.P. 74.3 to 72.5 in Easton
 and .4 mi. to Dock St. aband. 10-19-1984.
 CNJ main line from Bethlehem to Leighton and from White Haven to Oliver Mills (on
 back track in use by Conrail.
 * Oliver Mills.
 Lehigh & Susquehanna RR sold May 1963 by LC&N to Reading Ry including main line
 from Phillipsburg to Union Jct., 105 miles and about 50 miles of branches. Oper-
 ation continued by CNJ until Conrail takeover.

Mauch Chunk Switchback RR.

Not inc. Built by LC&N in 1826-27 Mauch Chunk to Summit Hill on former wagon road
 of LC&N and later (c. 1850) switchbacked down to Lansford. Opened 5-25-1827. Back
 track and planes built 1845. Closed for coal hauling in 1872 when Nesquehoning
 Valley RR built tunnel into Lansford. Then used for tourists until about 1932.
 Torn up 1937. Never used locos. The Switchback was the father of the roller
 coaster.

Nanticoke RR

Inc. 3-15-1860 as renaming of Wilkes Barre & Scranton RR. Also, may construct a railroad
 bridge over Susquehanna River at Nanticoke and connect with Lackawanna & Bloomsburg RR
 (not done) and build up the east side to Wilkesbarre.
 Merged into Lehigh & Susquehanna RR 1867. No locomotives
 Built 20-25 miles Ashley, south to Wanamie 1862 and Ashley, north to Miners Mills and the
 Enterprise breaker.
 Subsequently built south from Wanamie to Lee and in the 1910s (early) extended within 2 or
 3 miles of Mocanaqua to connection with Mocanaqua & Eastern RR. (aband. in late 1920s?)
 ICC auth aband spur into Nanticoke, 2.4 miles.

" 5-26-1972 Nanticoke Br. 11.9 mi from Hanover Industrial Park south of Ashley
 to Wanamie toward Lee. Lee to Mocanaqua & Eastern RR aband. 1930s?

" 8-21-1971 Lee Mine Br., 1.5 mi.

Ab. 1972-1976 Miners Mills south toward Ashley, 4 miles. Left about 1½ mi. in north
 from Ashley.

Nesquehoning Valley RR

Inc. 5-14-1861 mouth of Nesquehoning Creek to its headwaters and branches to Beaver Meadow
 RR, L.V. RR, coal mine road of LC&N Co. in Nesquehoning and Panther Creek Valleys (

tunnel to Lansford) (Packerton Jct. to Haucks, 18 miles)
 Built on roadbed or adjacent to former Room Run RR, 13 miles to Homewood.

Completed 16½ miles in 1870 to Haucks on Catawissa RR.

Tunnel built into Lansford in 1872

Leased to CNJ with other LC&N Co. RRs in March 1871.

1885 Haucks to Mahanoy Tunnel.

Entire line transferred to Panther Valley RR by Conrail in late 1983.

Room Run RR

Not inc. Built by LC&N Co. on Nesquehoning Creek from its mouth at Coal Port (Mauch Chunk)
 4 miles to mine as Nesquehoning. Opened 1833 with horse. Had incline plane at Mauch Chunk up
 Replaced by Nesquehoning Valley RR. May never have had a locomotive. to RR 209

Treschow RR

Inc. 5-26-1870 from Catawissa RR near Summit Sta, Schuylk Co. northerly to coal mine in
 Built Audenreid to Silverbrook coal mine in 1871-72, 9.9 miles. Carbon Co., 7 miles

Leased to LC&N-CNJ 3-31-1871. Never merged into CNJ.

This line was unconnected from the other CNJ lines and was reached by trackage rights
 over the Reading. It twisted and turned thru the mountains in a remote area south of
 Hazleton. ICC auth. aband. 8-21-1971, 7.7 miles. Other mileage removed previously.

Corp. merged into Nesquehoning Valley RR 1963 by LC&N Co.

Wilkes Barre & Scranton RR

Inc. 2-15-1851 Scranton to Wilkes Barre.

Suppl. 3-15-1860 name changed to Nanticoke RR.

Not built. (Nanticoke RR built north from Ashley using WB&S charter

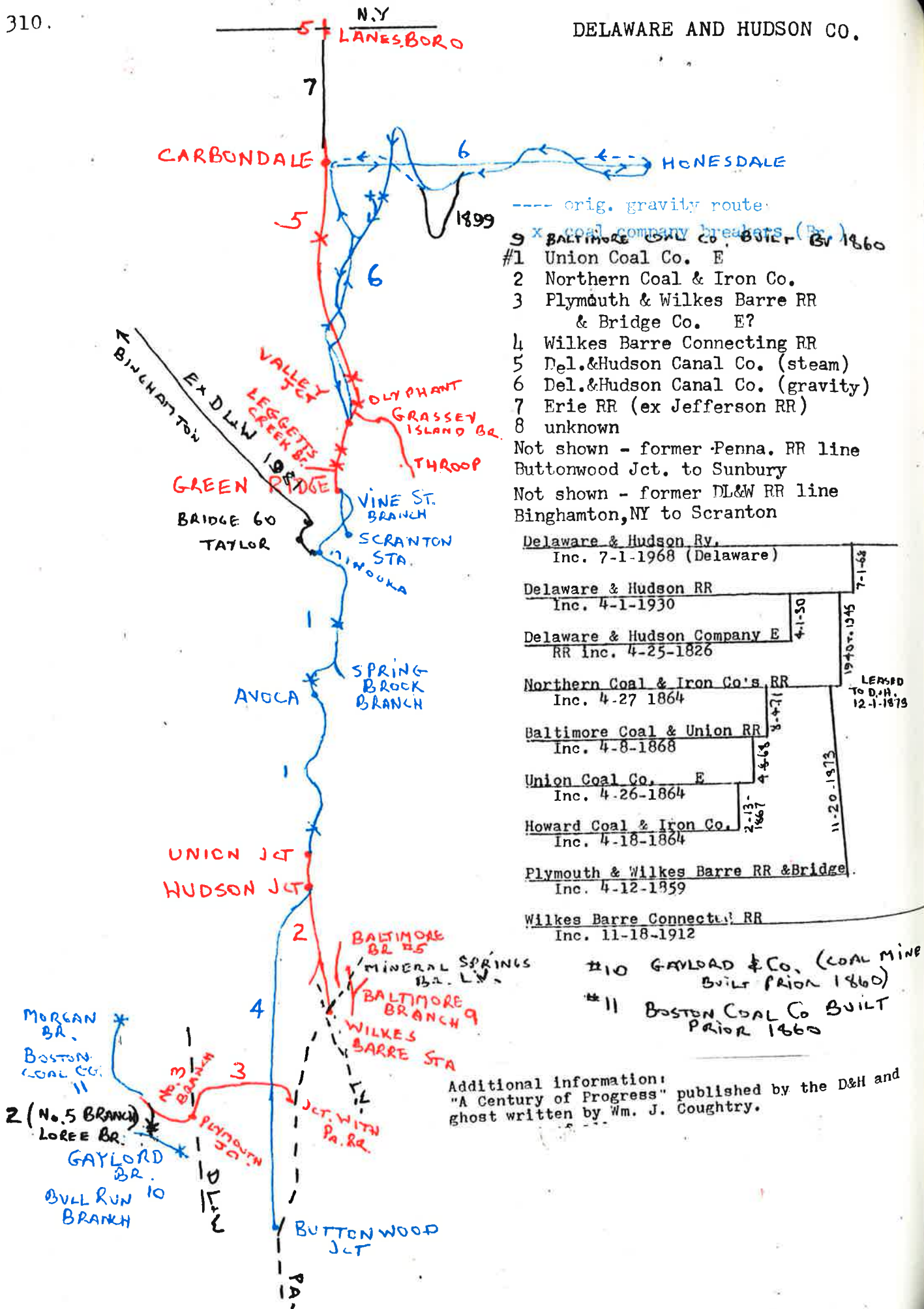
Wilkes Barre & Scranton Ry

Inc. 9-8-86 and built from D&H at Minooka Jct. north to Scranton, 3.9 mi. connecting with D&H about 1½ miles north of DL&W at Green Ridge (Providence). After NYO&W was built, about a mile of line from Green Ridge south toward DL&W turned over NYO&W and connecting track to D&H at Green Ridge removed. CNJ used D&H south of Minooka Jct. to Union Jct. The line paralleled the D&H and was intended to serve one or more LC&N coal breakers.
Merged into CNJ 3-15-1963. ICC auth. ab. 5-26-1972. Short piece between Minooka Jct and Taylor s ld to D&H about 1976 to connect DL&W track expected to be acquired by D&H with D&H's line to Wilkes Barre.

Lehigh & Susquehanna RR locomotives

The LC&N had three "sets" of locomotives. One was the engines of the L&SRR which represented all the lines of the CNJ in Penna. The LC&N also had locomotives which became Lehigh & New England RR. The third set were the mine engines which were always LC&N at the various mines. Except for the L&S RR no other CNJ lines in Penna had locos. For complete information refer to "Locomotives of the Jersey Central" by Warren Crater. Also R&LHS has extensive notes on CNJ engines.

No.	Name	Type	Builder	C.N.	Built	Disposition
	Lehigh	0-6-0	Baldwin	327	1848	Sold 1862
	Wyoming	"	"	328	"	"
1	Susquehanna	0-8-0	"	700	1856	CNJ 201. Disposed ? date
2	Nescopeck	4-6-0	"	992	1861	" 202. So. L&NE #4, 1900
3	"	"	Cooke	"	"	" 203. Sc. 1901
4	Wilkes Barre	4-4-0	Bald.	1170	1863	" 204. Sc. 1882
5	Alert	0-6-OT	A. Pardee	"	1864	" 205. Gone 1876
6	White Haven	4-4-0	Bald.	1385	1865	" 206. Disposed ? date
7	Wapwallopen	4-6-0	"	1331	"	" 207. So. SI&E 1903
8	Lehigh	"	"	1332	"	" 208. Sc. 1898
9	Reliance	0-6-0	"	1350	"	" 209. Sc. 1899
10	Coaldale	0-4-0	Dickson	11	1865	Disposed before 1869
11	Resolute	0-6-0	Bald.	1402	"	CNJ 211. Sc. 1899
12	Relief	"	"	1403	"	" 212. Unknown
13	"	4-6-0	"	1470	1866	" 213. Sc. 1897
14	"	"	"	1473	"	" 214. Sc. 1901
15	"	"	"	1475	"	" 215. Sc. 1896
16	"	"	"	1476	"	" 216. Sc. 1899
17	"	"	"	1478	"	" 217. Sc. 1902
18	"	"	"	1479	"	" 218. Sc. 1899
19	"	0-6-0	Dickson	12	"	" 219. So. W.N. Flint Granite
20	"	0-6-OT	Hayward	"	"	" 220. Co. Monson, Mass.
21	"	"	"	"	"	" 221. Unknown
22	"	4-6-0	Bald.	1616	1867	" 222. Sc. 1894
23	"	"	"	1619	"	" 223. Sc. 1897
24	"	"	"	1624	"	" 224. Sc. 1902
25	Josiah White	2-8-0	"	1581	"	" 225. Sc. 1899
26	Erskine Hazard	"	"	1583	"	" 226. Sc. 1902
27	Mauch Chunk	4-4-0	"	1609	"	" 227. Ren. #60, 1902. Sc.
28	Scranton	"	"	1612	"	" 228. So. 1899 Pa. Bolt & Nut Co
29	"	2-6-0	Cooke	"	"	" 229. So. LC&N #14, Sc. 1892
30	"	"	"	"	"	" 230. Sc. 1897
31	"	"	"	"	"	" 231. Sc. 1900
32	"	"	"	"	"	" 232. So. C. Harris 1902
33	"	"	"	"	"	" 233. Sc. 1900
34	"	"	"	"	1868	" 234. Sc. 1893
35	"	"	"	"	"	" 235. Sc. 1893
36	Easton	4-4-0	Bald.	1681	"	" 236. So. Balt. & Del. Bay 198
37	Catasauqua	"	"	1683	"	" 237. " 1889
38	Lehighton	4-4-0	Bald.	1685	"	" 238. So. H.A. Hitner, Phila
39	"	"	McKay-Ald.	"	"	" 239. Sc. 1902
40	"	"	"	"	"	" 240. Ren. 758 1903. Sc.
41	Wyoming	"	Bald.	1703	"	" 241. So. 1890
42	Penobscot	"	"	1705	"	" 242. Sc. 1899
43	"	4-6-0	"	1706	"	" 243. Sc. 1901
44	"	"	"	1709	"	" 244. Sold SI&E 1902
45	"	"	"	1712	"	" 245. Sc. 1899
46	"	"	"	1714	"	" 246. Sc. Sc. 1900
47	"	"	"	1717	"	" 247. Ren. 800, 1903. Sold J.E. Bowen 1906
48	"	"	"	1718	"	" 248. So. Taylor Ry Equip. 1901
49	"	"	Norris	"	"	" 249. So. Morgan & King. 1900
50	"	"	Dickson	33	"	" 250. So. J. T. Gardner, Chic
51	"	"	"	34	"	" 251. Sc. 1899
52	"	2-8-0	Bald.	1719	"	" 252. Ren. 290, 1903. Sc.
53	"	"	"	1720	"	" 253. Sc. 1900
54	"	2-4-0	"	1761	"	" 254. Gone 1876
55	"	2-8-0	"	1829	1869	" 255. Ren. M&D's 2903. 1889
56	"	4-6-0	"	1840	"	" 256. Ren. 802, 1903. Sc.
57	"	"	"	1852	"	" 257. Sc. 1902
58	"	"	"	1854	"	" 258. Sc. 1898
59	"	"	"	1869	"	" 259. Sc. 1894
60	"	"	"	1870	"	" 260. Ren. 803 1903. Sc.
61	"	0-6-0	"	1875	"	" 261. Ren. 1899
62	"	4-6-0	"	2010	"	" 262. Sc. 1902
63	"	"	"	2009	"	" 263. Sc. 1898
64	"	"	"	2073	1870	" 264. Sc. 1898
65	"	"	"	2074	"	" 265. Ren. 810 1903. Sc.
66	"	"	"	2075	"	" 266. Ren. 1899
67	"	"	"	2079	"	" 267. Ren. 811 1903. Sc.
68	"	"	"	2081	"	" 268. Ren. 812 1903. Sold J.E. Bowen 1907;
69	"	"	"	2082	"	" 269. " 813 " SC
70	"	4-4-0	"	2085	"	" 270. So. Balt. & Del. Bay 189
71	"	2-6-0	"	2088	"	" 271. Sc. 1899
72	"	4-6-0	"	2279	"	" 272. Ren. 814 1903. Sc.
73	"	"	"	2281	"	" 273. " 815 " "



---- orig. gravity route

9 x BALTIMORE COAL CO. BUILT BR 1860

- #1 Union Coal Co. E
- 2 Northern Coal & Iron Co.
- 3 Plymouth & Wilkes Barre RR & Bridge Co. E?
- 4 Wilkes Barre Connecting RR
- 5 Del.&Hudson Canal Co. (steam)
- 6 Del.&Hudson Canal Co. (gravity)
- 7 Erie RR (ex Jefferson RR)
- 8 unknown

Not shown - former Penna. RR line Buttonwood Jct. to Sunbury
 Not shown - former DL&W RR line Binghamton, NY to Scranton

Delaware & Hudson Ry.	Inc. 7-1-1968 (Delaware)	7-1-68
Delaware & Hudson RR	Inc. 4-1-1930	4-1-30
Delaware & Hudson Company E RR	RR inc. 4-25-1826	1940-1945
Northern Coal & Iron Co's RR	Inc. 4-27 1864	LEASD TO D.H. 12-1-1875
Baltimore Coal & Union RR	Inc. 4-8-1868	3-4-75
Union Coal Co. E	Inc. 4-26-1864	4-6-18
Howard Coal & Iron Co.	Inc. 4-18-1864	2-13-1867
Plymouth & Wilkes Barre RR & Bridge	Inc. 4-12-1859	11-20-1873
Wilkes Barre Connecting RR	Inc. 11-18-1912	

- #10 GAYLORD & CO. (COAL MINE BUILT PRIOR 1860)
- #11 BOSTON COAL CO BUILT PRIOR 1860

Additional information:
 "A Century of Progress" published by the D&H and ghost written by Wm. J. Coughtry.

Delaware & Hudson Canal Co.

Inc. 4-23-1823 to build a canal
 Supplement 4-5-1826 to build a railroad to haul coal to canal on Lackawaxen River at the
 forbs at Dyberry or Wallenpaupack French of Lackawanna River where crossed by the Easton
 and Belmont Turnpike. (Carbondale to Honesdale; gravity RR.)

Supp. 3-24-1870 extend steam railroad Olyphant to Carbondale.
 " 5-12-1871 extend from Lackawanna & Susquehanna RR at New York State Line to Jefferson
 RR near Susquehanna (Lanesboro)

Built Gravity RR Carbondale to Honesdale, 16 miles, opened 10-8-1829. Partly relocated 1844
 Extended gravity RR Carbondale to Archibald, 7 miles in 1844 and Archibald to Olyphant, 6
 miles in 1858

Built steam RR from Olyphant to Providence (Green Ridge, Scranton) to connect with Union
 Coal Co., 4 miles 1860

Built steam RR from Olyphant to Carbondale, opened 7-4-1871. Built Lanesboro to NY state
 line 1871-72.

Leased Baltimore Coal & Union RR 12-1-1868 (Green Ridge to Union Jct. north of Wilkes
 Barre), 15 miles

Leased Northern Coal & Iron Co. 12-1-1873

Abandoned 1-3-1899 Gravity east bound track, Rebuilt empty car track and put in long U.
 abandoned both empty and loaded tracks south of where they crossed the steam line
 several miles north of Valley Jct. Standard gauged remaining gravity lines.

Aband. Carbondale to Honesdale denied by ICC 7-30-1928; auth. 7-20-1931 from Racket Fr.
 Built Grasse Island branch 1865, Leggitts Creek Br. 1865, ~~Line~~ about 4.1 miles east of
 Lookout Jct, Carbondale
 to Honesdale, 23.6 mi.
 Coal mining still on 4.1 mile
 AT OLYPHANT 1 MILE EASTWARD

Locomotives:

The D&H purchased 4 locomotives of which only the first arrived on the property. No
 steam locomotives were used until 1860. One predecessor railroad is known to have
 had locos, and a second company may have had. The list below is up to 1872 at
 which time D&H locomotives were bought for N.Y. State operations.

Besides the Stourbridge Lion, which was tested, two other locomotives went to
 Roundot and disappeared there, apparently their boilers being sold and used for
 other purposes. The fourth may not have left New York City.

Stourbridge Lion Foster, Rastrick & Co. 1829 Trial trip 8-8-1829

Rondout " "

Fox " "

Pride of New Castle Robt. Stephenson 1828 Arrived in U.S. 1-15-1829.

All were 0-4-0. Fox and Rondout better known by their incorrect names of Delaware
 and Hudson and the Pride by name America. S. Lion originally merely named Lion. It
 was sold in 1835 as a stationary engine in the machine shop of Lindsay and Early
 at Carbondale, and was scrapped about 50 years later.

No.	Name	Builder	Date	C.N.	Type	
1	Major Sykes	Wm. Cooke & Co.	1860		0-4-0	4'3" Rbt. 0-6-0 Sc 1885
2	C.P. Wurts	"	"		4-4-0	Trade to Dickson
3	Honesdale#	"	1862		0-4-0	Sc. 1898 1874
4	Lackawanna	Dickson	1862	0	0-6-0	" "
5	Tscho Ni Seymour	New Jersey L.	1866	502	4-4-0	Trade to Dickson
6	Mill-Creek	?	pr '67		2-6-0	Reh. 200, 1899
7	E. A. Quintard	Dickson	1867	24	4-4-0	" 359 "
8	J. J. Albright	Dickson	1867	25	"	Sc. 1870
9	Baltimore	"	"	"	?	Sc. 1880
10	R. Manville	Dickson	1868	10	4-4-0	Ren. 352, 1899
11	James Dickson	"	1869	43	2-6-0	" 119 "
12	Coe F. Young	"	1870	58	"	" 237 "
13	Charles N. Talbot	"	"	59	"	" 238 "
14	Plymouth	"	"	60	"	" 227 "
15	Willie Olyphant	"	1871	80	"	" 201 "
16	Geo. L. Dickson	"	"	81	"	" 202 "
17	J. B. Van Burgan	"	1872	104	"	" 81 "
18	Pierre Butler	"	"	105	"	" 120 "
2nd8	J. J. Albright	"	1870	53	2-6-0	?

#4 renamed Terrapin, ren. Fine Plume. Sc. 1898 or later.
 #6, 7, & 8 from Union Coal Co. 1868
 #9 came from a coal company, possibly Plymouth & Wilkes Barre RR &
 Bridge

Delaware & Hudson Company

Inc. 4-28-1899 as name change of Delaware & Hudson Canal Co. (at the time the grav-
 ity railroad was being torn up.

Intended to serve hard coal fields north of Scranton, in Wilkes Barre, and across
 the river in Pittston. In later years developed bridge traffic from Canada of
 naper. etc moving south. Coal played out in the 1950s.

On 4-1-1930 the railroad portion of the D&H Company was separated into a new com-
 pany, the Delaware and Hudson Railroad. The coal mine portion had been reorg-
 anized as the Hudson Coal Co.

Delaware and Hudson RR

Inc. 4-1-1930 and took over the rail portion of the D&H Co.
 Purchased former Jefferson Branch of Erie RR 1-1-1955, Carbondale to Lanesboro.

ICC auth. aband from Carbondale to Harmony (Stevens Point) 35.0 miles on 10-14-
 1931. (The Erie RR operated over it after selling until 1976.)

D&H RR reorganized 7-1-1968 into the D.&H.Ry., a subsidiary of Delrico Co. of the
 Norfolk and Western RR.

DELAWARE AND HUDSON RR

Delaware and Hudson Ry.

Inc. 7-1-1968 as a subsidiary company of Delrico which also had the Erie Lackawanna RR. Delrico was subsidiary of Norfolk & Western RR

Acquired in 1976 short piece of CNJ from Minooka Jct. to Taylor so as to be able to connect with DL&W.

Acquired 4-1-1976 61.4 miles Buttonwood Yard to Sunbury of Penna. RR, and presume ably at that time absorbed the Wilkes Barre Connecting RR

Acquired 1981 58 miles Binghamton to Bridge 60 (Scranton) of DL&W and one track of DL&W Bloomsburg Br (other owned by Pocono Northeast RR) from Bridge 60 to Taylor

Acquired 4-1-1976 trackage rights over Conrail from Sunbury to Harrisburg. Transferred 4-15-1985 22.3 miles from Minooka Jct. north to Carbondale to Lackawanna Valley RR

ICC auth. aband. Carbondale to Harmony (Stevens joint) 35. miles on 10-14-1981 because D&H had acquired DL&W line.

Baltimore Coal & Union RR Co.

Inc. 4-8-1868 as reorg. of Union Coal Co. which had built 15 miles RR from Union Jct, north of Wilkes Barre to Green Ridge, Scranton.
Leased to D&H 12-1-1868. Merged into Northern Coal & Iron Co. 8-4-1871 No locos.

Howard Coal & Iron Co.

Inc. 4-18-1864 Luzerne Co. coal land and may build a RR.
Began laying track Wilkes Barre to Scranton but merged into Union Coal Co. before completion. Merged 2-13-1867 into Union Coal.

Northern Coal & Iron Co.

Inc. 4-27-1864 to hold 3000 acres coal land in Luzerne Co. and build RRs not exceeding 20 miles to connect them to common carriers.

Stock largely acquired by D&H about 1866.

Acquired Baltimore Coal & Union RR Co. 8-4-1871 and Plymouth & Wilkes Barre RR and Bridge Co. 11-20-1873.

Leased to D&H 12-1-1873

No locomotives.

Built in 1870s from Union Jct. to downtown Wilkes Barre and several short branches to near by breakers. *Unknown when breaker branches torn up. No ICC record - 1950. probably.*

Built in 1907 $\frac{3}{4}$ miles, No. 5 branch at Plymouth to eliminate DL&W trackage rights.

Track Hudson Jct. to end CONYNGHAM BR. in EXISTENCE 1967 AND TO WHEN IT CROSSED MINERAL SPRING & L.V. RR

Plymouth & Wilkes Barre RR & Bridge Co.

Inc. 4-12-1859 to build a railroad from Lehigh & Susquehanna RR, south Wilkes Barre, to Boston Coal Co. brealer in Pittston. (near later Loree breaker)

Built 2 miles Plymouth Jct. to South Wilkes Barre with bridge over Susquehanna. Probably built about 1866.

Merged into Northern Coal & Iron Co. 11-20-1873

D&H acquired control thru Northern Coal about 1868.

There are no records of new locomotives going to it altho W. Cook & Co. may have built it. Wm. Cooke & Co. were bought out by Dickson in 1862.

ICC auth. aband. 5-28-1980 .6 miles Plymouth Br. in Larksville; 5-21-1984 from m.p. .6 at end of track in Larksville across the bridge to W.P. to m.p. 1.9 (1.3 miles) (Plymouth Jct. to Pa. RR)

Union Coal Co.

Inc. 4-26-1864 to hold 2000 acres in Luzerne and Schuylkill Counties but no railroad. Made agreements with D&H in 1866. Acquired Howard Coal & Iron Co. and partly built RR on 2-13-1867.

Built Union Jct., $4\frac{1}{2}$ miles north of Wilkes Barre, to D&H at Green Ridge, Scranton 15 miles about 1867-68. Had locomotives

Foreclosed 2-20-1868 and reorg. as Baltimore Coal & Union RR 4-8-1868.

At Union Jct. connected with Lehigh & Susquehanna RR (L.C.&N.Co.)

1	4-4-0	"Mill Creek" ?	prior 1867	Became D&H #6 in 1868
2	"	"E. A. Quintard" Dickson	24 1867	#7 "
3	"	"J. J. Albright" "	25 "	#8 "

ICC auth. aband. 5-21-1984 .3 miles south end of Vine Street Br. from Vine St. to Poplar St.

unknown

There were two coal mine branches in Plymouth (Bull Run Branch serving Gaylord Breaker and in Larksville from end of Plymouth & W.B. RR & Bridge Co. to Morgan Breaker. There were probably built by the coal companies in the 1860s late or 1870s. When the Morgan Breaker closed, the line from Loree Breaker to it was torn up (prior 1948). The Bull Run Br. is shown on 1949 map, but not listed by ICC for abandonment.

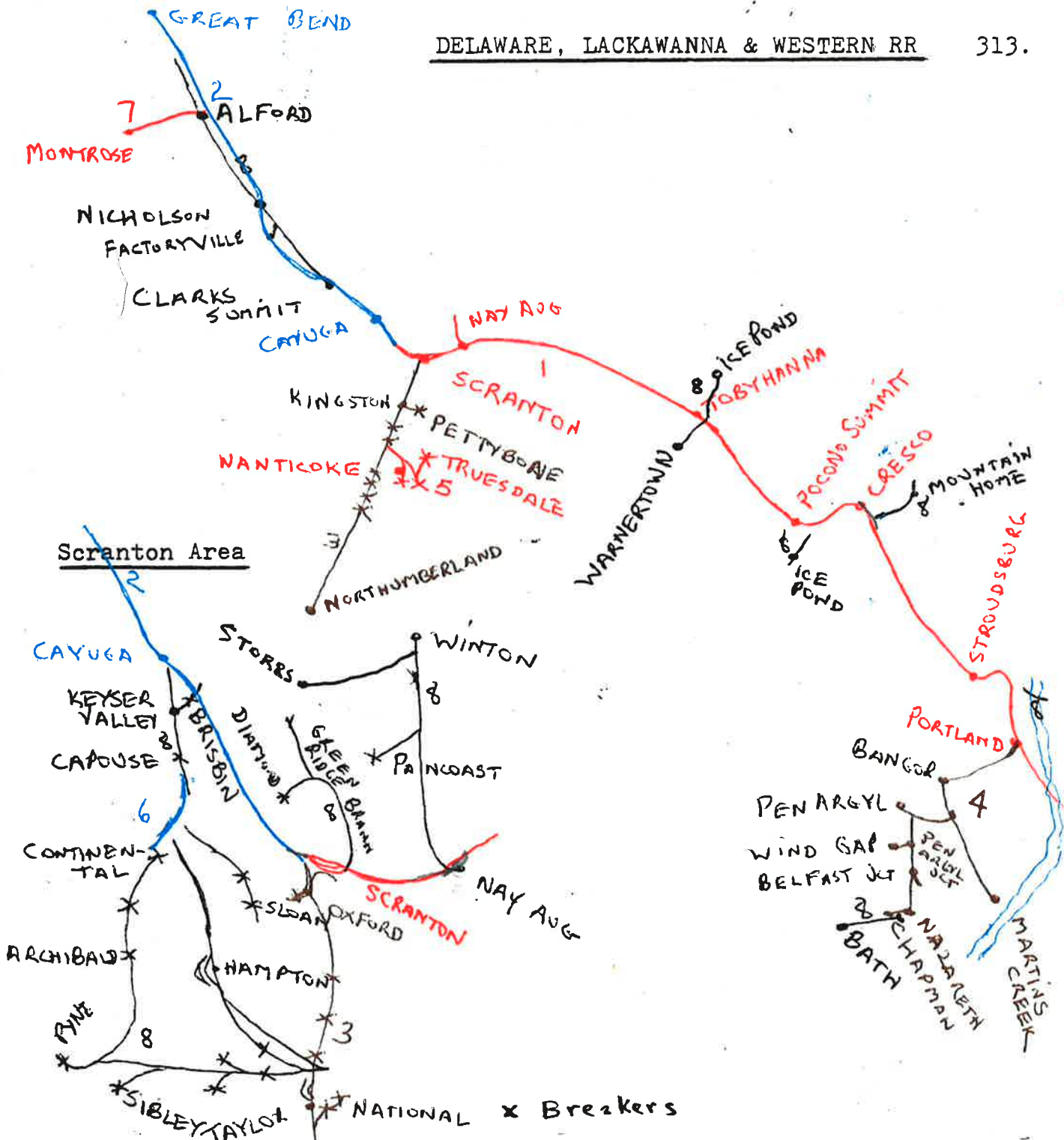
Valley RR

Not Inc. This is the steam line from Scranton to Carbondale, 16.8 miles, which the D&H built and the name was used to differentiate from the gravity. Opened 7-4-1871 Olyphant to Carbondale and 1860 from Green Ridge (Providence) to Olyphant., 4 miles.

Wilkes Barre Connecting RR

Inc. 11-18-1912 Buttonwood (Pa. RR yard) to Hudson (D&H), 6.6 miles. Opened 3-29-1915. Eliminate need to use L.V.R.R. and gave D&H connection to its mine tracks at Pittston.

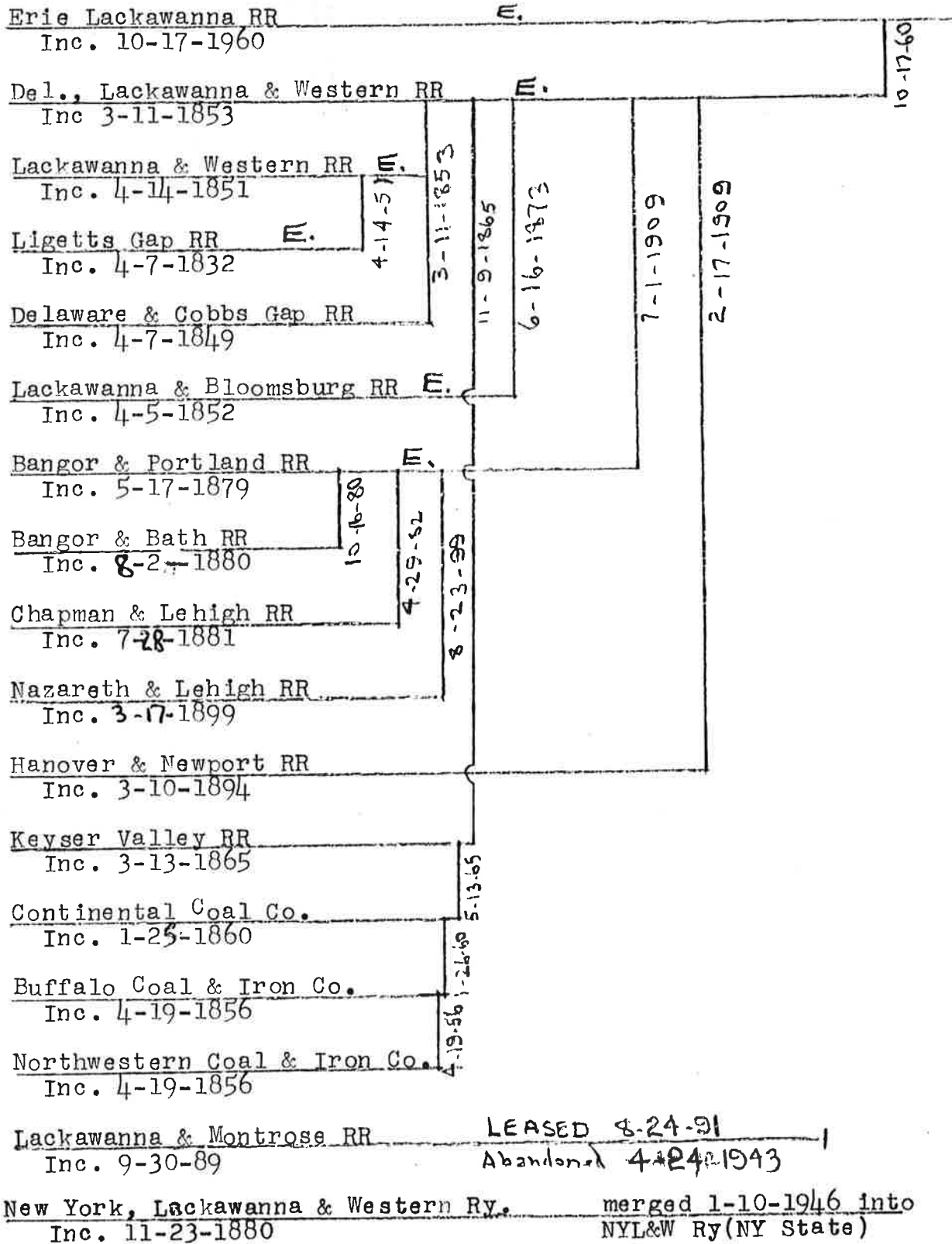
Operated by D&H although jointly owned with Pa. RR. It used Wilkes Barre & Eastern RR bridge over Susquehanna which it bought 9-30-1939 from WB&E, 1 mile. *D. H. BOUGHT CONRAILS (Pa. RR) 50% OWNERSHIP IN 1979*



1. D. L. & W. RR 1856 main line KINGSTON ↓
2. Legett's Gap RR
3. Lackawanna & Bloomsburg RR
4. Bangor & Portland RR
5. Hanover & Newport RR
6. Keyser Valley RR - CONTINENTAL COAL CO.
7. Lackawanna & Montrose RR
8. DL&W branches and relocated main line.

Because the railroad owned the coal companies, it built the branches to the breakers. These short branches carried the names of the breakers. The only "regular" branches were the Keyser Valley branch from Cayuga thru Hampton to Taylor, Green Ridge Branch which served lumber yards, etc, and the later Winton Branch for coal. The coal spur branches were built in the 1860s and 1870s and were mostly removed in the 1960s. The railroad also built other branches shown on the map under 5 miles

DELAWARE, LACKAWANNA & WESTERN RAILROAD



Lackawanna & Wyoming Valley Ry. purchased by DL&W 2-24-1960 after several years of lease-operation. See Lackawanna County railroads.

Delaware, Lackawanna & Western RR

Inc. 3-11-1853 as a merger of the Lackawanna and Western RR, which had built from Scranton to Great Bend, and Delaware & Cobbs Gap RR, which intended to build to New Jersey. Intended to serve the hard coal fields at Scranton.

Built Scranton to N.J. state line below Portland in 1856 for transporting coal to New York City. The railroad also built for its coal mines which it also owned all coal mines in the Scranton area except from the Continental breaker (near Hampton Yard) north for 2 miles built by the Kayser Valley RR.

Not known when various coal branches built except the line from Cayuga to Taylor was built in 1860s late with completion near Taylor possibly not until 1870s early. Other coal branches in the area were completed by the 1880s. Unknown when Green Ridge branch built although portion to Diamond Breaker was put in first by 1870.

Winton Branch: Built 7.5 miles 1874 Greenville (May Aug) to Winton using roadbed of former Lackawanna Railroad (See Lackawanna County railroads). Apparently D.L&W purchased the right of way from the successor company. Abandoned 1953 without (apparently) ICC permission after last mine had closed. *Built by coal owners and given to DL&W in exchange for lower freight rates.*

Storrs Branch: Built 1881 2.8 miles off of Winton Branch just south of Jessup Mine (about 1 mile south of Winton) south west to Storrs Breaker. Torn up after 1892 with DL&W then using trackage rights from Winton to Storrs over NYORRR.

Built circa 1890s-1900 2 mile branch north from Tobyhanna to ice ponds and similar branch south to Warrertown to an ice pond, 2 miles. These probably torn up in early 1930s. At Pocono Summit 1 1/2 mile ice pond branch south which also was served by Wilkes Barre and Eastern RR so that both railroads connected there but didn't interchange freight. *SEE another mile or two. Torn up in 1970s. Also built Nazareth to Bath, 4 miles in 1903-4. P. 317*

Built 1 mile branch to Pettybone colliery at Kingston. torn up about 1940. Aband. pancoast colliery branch 1938, Winton branch 1953, lines to Pyne and Sibley colliery late 1950s, ice ponds 1930s.

In 1860 authority given to build from Elephant to Providence (Green Ridge Branch).

Suppl. 3-22-1855 DL&W RR authorized to hold coal lands of 2000 acres.

~~Sold Binghamton to Bridge 60, Scranton to Taylor to Delaware & Hudson RR 1981.~~

ICC auth. aband. 12-22-1981 1.0 mile, Cresco to Mountain Home.

" 6-25-82 Gravel Place and Mt. Pocono, 15.8 miles. Track not removed until 198.

" State Line and Slatford Jct. (cut-off) 1.9 miles. Torn up 1985

Scranton at Hyde Park Wye to Mt. Pocono to Steamtown in 1985-86.

Bangor & Bath RR

Inc. 8-2-1880 Bangor to Bath via ^{Flicksirk}, 21 miles. To serve slate fields Merged 10-16-1880 into Bangor & Portland. Constructed no track

Bangor & Portland RR

Inc. 5-17-79 Portland to Bangor, 8 miles, to reach slate quarries. Opened 12-1-1880

Merged Bangor & Bath RR into B&P 10-16-80

" Chapman and Lehigh RR " 4-24-82

" Nazareth & Lehigh RR " 8-23-99

Built Bangor to Nazareth 1882; Martins Creek Jct. to Martins Creek, 4 1/2 miles 12-28-85 to reach cement (?); Pen Argyl to Wind Gap, 1.2 miles 1887

Leased Easton & Northern RR 8-1-1893 until 1904 when Lehigh Valley RR obtained control.

Sold to DL&W RR 7-1-1903; merged into DL&W 7-1-1909. (DL&W built Nazareth to Bath, 3 miles in 1904 to connect with Northampton & Bath for cement.

Railroad was built to haul slate but in the 1890s the cement industry developed. Little slate was hauled after 1930s.

ICC auth. aband. 11-30-1981 .6 mile at Dexter (between Nazareth and Bath.)

" 19 Bath to Dexter, 3 miles

" 12-4-1981 6.6 miles Pen Argyl Jct. to Belfast Jct.

" 5-2-1984 .6 mile at Belfast Jct. (Carbon to Belfast Jct.?)

" 6-13-1984 .9 mile Nazareth west to Dexter Hill (toward Bath), and Nazareth

Jct. to Pen Argyl to Pen Argyl Jct. to Wind Gap, 6.8 miles.

" 12-21-1981 1.8 miles Nazareth to Carbon (toward Belfast Jct.)

Note: the 12-4-1981 and 6-13-1984 refers to same trackage - either not abandoned first time or possibly some L&NE or LV trackage in same area.

Acquired 10-24-1961 2.8 miles from L&NE RR, Wind Gap to Pen Argyl.

B.&P. had 1/2 mile line from Belfast Jct. s.w. to cement plant which was also served by L&NE. After former LV line from L&NE north to Belfast Jct. torn up, this cement plant spur of the DL&W and L&NE (which connected at the plant) became the connecting line to Belfast where near highway 33 is a plant served by the RR.

				Built	Disposition
1	Bangor	4-4-0	Cooke	Morris & Essex #24	1864 So. Pease & Co. 1901
2	Pen Argyl	"	"	new	1882 " " 1901
3	Nazareth	"	Peanna. RR	Penna. RR	So. 1906
4	Portland	"	Cooke	new	1884 sold 1903 DELAWARE VALLEY #4
5	Martins Creek	2-6-0	"	"	1886 sold 1905
6	"	"	"	"	1891 " 1907
7	Eason	"	"	"	1893 " 1910
8	"	4-6-0	"	"	1898 DL&W #688
9	"	"	"	"	1900 " 689

#8 and 9 sold 1918 to Wharton & Northern RR #23 and 24.

Bangor & Portland locomotives were not renumbered into the Lackawanna series until 1911.

Buffalo Coal & Iron Co.

Inc. 4-19-1856 as a renaming of North Western Coal & Iron Co. authorized to mine coal in Butler and Armstrong Counties and build 20 mile railroad.

Renamed 1-26-1860 Continental Coal Company and rights transferred to Luzerne County. Built no railroad.

Chapman & Lehigh RR

Inc. 7-28-81 Chapman's Quarry to Bath and Catasauqua, 10 miles.
Merged into Bangor & Portland RR 4-24-1882. Not built

Continental Coal Co.

Inc. 1-26-1860 as renaming of Buffalo Coal & Iron Co.
Reorg. 5-13-1865 by changing name to Keyser Valley RR.
Built from Continental breaker north about 2 miles to DL&W RR Keyser Valley Br. in 1860s.

Delaware & Cobbs Gap RR

Inc. 4-7-1849 to run from Delaware Water Gap to Cobbs Gap in Luzerne or Wayne counties and build branches in Lackawanna Valley east of Lackawanna Creek; build a branch up the Delaware River to N.Y. & Erie RR and to extend south to the Belevidare & Delaware RR and construct a bridge over the river.
Merged 3-11-1853 with Lackawanna & Western RR to form DL&W. No construction work done.

Hanover & Newport RR

Inc. 3-10-1894 Plymouth Station on DL&W to Nanticoke and coal mines in Hanover Twp.
Built 1894 by DL&W and leased immediately.
Merged into DL&W 2-17-1909. Abandoned 1974.
To save coal mines owned by the railroad. Last mine closed in 1967.

Keyser Valley RR

Inc. 3-13-1865 as name change of Continental Coal Co.
Sold to DL&W RR 11-9-1865. 2 miles of railroad from Continental's breaker north. at Scranton
Entire 4 mile branch from Cayuga to Taylor acquired by Conrail but not taken over by D&H when Conrail pulled out of Scranton. In occasional use in 1987 by Conrail.

Lackawanna & Bloomsburg RR

Inc. 4-5-1852 Scranton to Danville. Supplement 3-3-1853 may extend to Sunbury area.
Intended to serve coal mines and Montour Iron Co. at Danville.
Built Scranton to Bloomsburg 12-23-57 and to Northumberland 6-1860, 80 miles.
Merged into DL&W 6-16-1873.

Aband. 11-23-1948 .7 mi. at Northumberland, m.p. 212.7 to 213.4 at Water Sr., 4-1-76 when Conrail took over 25 miles Kingston to Berwick; 3-16-84 Berwick to Northumberland but state acquired it and turned over to South Shore RR including spur at Berwick to former ACF plant. Sold to D&H RR Hyde Park Jct. to Minooka Jct at Taylor. In 1982-83 Pocono Northeast RR acq Pittston Jct. (LV-Coxton Yd) to Kingston. Pittston Jct. to Minooka Jct. remained with Conrail.
and Pettybone Br.

Although purchased by the DL&W in June 1873, locomotives assigned to the branch continued to be numbered in the L&B series until early 1886 at which time they were renumbered into the Main Line Division series, being given 200 numbers.

1	Susquehanna	4-4-0	Swinburne	1855	New. Sc. 1870
1	Susquehanna	"	Kingston Shop 71	"	New. DL&W 201. Sc. 1910
2	Nanticoke	"	Swinburne	1855	" Utica Div. #9, 1871
2	Chas. Graham	"	Kingston	1871	" DL&W 202. Sc. 1905
3	Shawnee	"	Cooke	1855	" Cayuga & Susq. RR #3, 1878
4	Columbia	"	Norris	1851	Penna RR #156, 1857? Sc. 1875
5	Lyman Hakes	"	"	1849	Penna RR #146, 1857? Ren. 26, DL&W #233. 503 in 1899. Sc.
6	Colonel Wells	4-4-0	Cooke	1855	New. Sold Cayuga & Susq. #2, 1878
7	Montour	"	"	"	" DL&W 207. Sc. 1892
8	Wyoming	"	Norris	1857	" " 208. Sc. 1888
9	Northumberland	"	"	"	" " 209. Sc. 1890
10	Bobtail	0-4-2	Cooke	pr. 1863	" Ren. "Pittston" 1871. DL&W #210. Sc. 1899
11	John I. Blair	4-6-0	Baldwin	1077 1862	" DL&W 215. Sc. 1901
12	Colonel Paxton	0-8-0	"	658 1855	from Swatara RR. Sc. 1874
13	Major McNeil	4-6-0	"	1105 1863	New. DL&W 216. Sc. 1898
14	Civilizer	0-8-0	"	450 1851	from North Penna RR #10, 1863. Sc. 1870
14	David T. Bound	4-4-0	Kingston	1872	ren. "Bloomsburg", 1876. DL&W 203 #103 in 1899. Sc. 1906
15	Luzerne	0-8-0	Baldwin	768 1857	from North Penna. RR #13, 1863. Ren. #26 in 1878. Sc. 1879
16	Erie	4-6-0	Dickson	4 1863	New. DL&W 213. 121 in 1899. Sold 1904 to Fitzhugh Luthor & Co
17	Monitor	"	Baldwin	1156 1863	new. DL&W 217. Sc. 1888
18	Thomas Beaver	0-8-0	"	1172 "	from Schuylkill Haven & Lehigh River RR 1863. Ren. 27 in 1881. Sc. 1885
19	Kingston	4-6-0	"	1275 1864	new. DL&W 218. S. 1901
20	James Archbald	"	Dickson	7 1865	new. DL&W 214. S8. 1902
21	John Brisbin	2-6-0	Cooke	1866	" " 219. #411, 1899. So. Fitz. L. 1906
22	Mores Taylor	"	Dickson	44 1869	" " 220. # 1899
23	Wm. E. Dodge	"	"	45 1869	" to Utica Div. #15, 1871
23	Samuel Hoyt	"	"	95 1872	" to Utica Div. #18, 1873
24	Samuel Sloan	"	"	56 1870	" DL&W 221. Sc. 1896
25	Percy P. Pyne	"	"	57 "	" to Utica Div. #16, 1871
25	Danville	0-6-0	Cooke	816 1872	" DL&W 211. Ren. 11, 1899. Sc. 1910

Lackawanna & Montrose RR

Inc. 9-30-1889 from DL&W RR (Alford) to Montrose, 10.5 miles.

Intended to serve community of Montrose, agricultural.

Opened 8-22-1891 and leased to DL&W 8-24-1891. R.R. was organized and constructed as an independent line. DL&W supplied rails and owners then decided to have DL&W operate it.

Eventually DL&W bought all the stock. It was never merged into the DL&W.
Abandoned 4-24-1943

Lackawanna & Western RR

Inc. 4-14-1851 as renaming of Ligett's Gap RR

Supplement 4-23-1852 said railroad must erect signs at road crossings saying to look out for the locomotive. This was first railroad in the state to be so told in its charter.

Merged 3-11-1853 with Delaware & Cobbs Gap RR to form DL&W.

Opened 10-1851 Scranton to Great Bend.

Intended to haul coal to the N.Y. & Erie RR.

Name	Type	Builder	Date	C.N.	Origen-Disposition
Pioneer	4-2-0	W. McQueen	1840		From Cayuga & Susq. RR 1851. Sc. 185
Lackawanna	4-6-0	Rogers	1851	262	new. Sold Buffalo & Central N.Y. by 1853
Tunkhannock	"	"	"	266	" " " by 1853
Abington	4-4-0	"	"	287	" " unknown 1852
Wyalusing	0-6-0	Cooke	1853	"	" " Cayuga & Susquehanna #7, 1855
Pocono	"	"	"	"	" " #6, 1855
Spitfire	0-4-0	Braithwait	1838		from Ligetts Gap RR 1851. Sold 1859. DLW #1
Ithaca	4-4-0	Rogers	1851	250	from Cayuga & Susq. #4, 1851. DLW #2
Wyoming	"	"	"	281	new. DLW #3
Montrose	"	"	"	282	" " 4
Buffalo	4-6-0	"	1852	330	" " 5
Niagara	"	"	"	327	" " 6
Genesee	"	"	"	329	" " 7
Ontario	"	"	"	323	" " 8
Capouse	"	"	1851	278	" " 9
Keystone	"	Swineburne	"	"	" " 10

Ligett's Gap RR

Inc. 4-7-1832 to run from Cobb's Gap, Luzerne Co. at Susquehanna and Delaware Canal or railroad to New York State passing thru coal lands on Lackawanna and Ligett's Gap.

Also may construct from where it crosses Lackawanna River along the river to the Penna. North Branch Canal at mouth of Lackawanna River.

Supplement 4-9-1849 authorizes railroad to begin construction at any point

Suppl. 4-14-1851 changes name to Lackawanna & Western RR

Opened Scranton to Great Bend Oct. 1851. Had one loco.

Spitfire 0-4-0 Braithwaite built 1838 9tons Acquired 1849 from P&R.

This line taken over by D&H in 1880s.

Sold 1859 to Spencer Coal Co., Dunmore, Pa.
Scrapped in 1890s

Nazareth & Lehigh RR

Inc. 3-17-1899 Nazareth west to cement mill, 1 mile.

Merged 8-23-1899 into Bangor & Portland RR.

Track laid by R&P.

Northwestern Coal & Iron Co.

Inc. 4-19-1856 to own land in Butler and Armstrong Counties and up to 20 miles of RR but not to Bradys Bend using Buffalo Creek to connect Rough Run.

Suppl. 4-19-1856 name changed to Buffalo Coal & Iron Co. Not constructed.

New York, Lackawanna & Western Ry. (of Penna.)

Inc. 11-23-1880 to build that part of NYL&W Ry (NY state, inc. 8-24-1880) in Penna.

to run Barton, Tioga Co. to Athens near Cayuta Creek crossing state line at Waverly.

Built from Waverly on south side of river to N.Y. state line, about 6 miles.

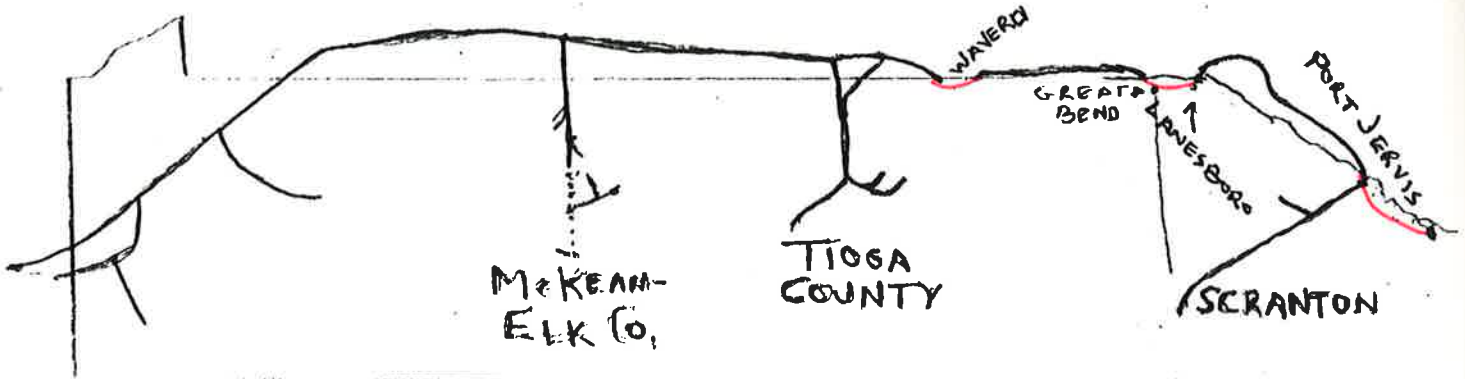
Merged 1-10-1946 into NYL&WRY (NY state).

Additional information

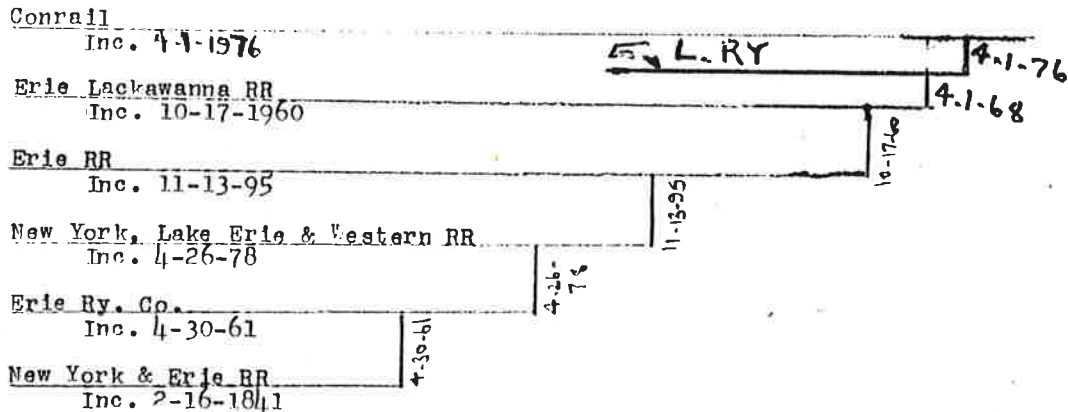
Delaware, Lackanna & Western RR in 19th Century; in 20th Century by Thomas T. Taber

4 mile BRANCH BUILT 1859 NORTH FROM CRESCO. PRIVATE LINE CALLED BARK RR. ACQUIRED BY DLW AT UNKNOWN DATE - PROBABLY WHEN CUT BACK TO MOUNTAIN HOME 1 MILE FROM CRESCO. SERVED COAL & LUMBER YARD. ABANDONED 1970s.

ERIE RAILROAD



The original Erie corporation was a New York State company and was subsequently allowed to dip into Pennsylvania at three locations because of construction costs near Port Jervis, Susquehanna (Great Bend) and Waverly. Later, when extended west of Dunkirk the main line passed thru Pennsylvania.



ERIE RAILROAD SYSTEM - Parent Organization

New York & Erie RR

Inc. in N.Y. State 4-24-1832

Inc. in Pa. 2-16-1841 to build along the Delaware River from near Lanesboro to near Great Bend in Susquehanna County.

Inc. supplement 3-26-1846 allowing construction in Pike County from near Port Jervis for not more than 30 miles (Mill Rift to Mast Hope, 26 miles) Also at East Waverly, 2 miles Bradford County

Reorg. 4-30-1861 as Erie Ry. Co.

Erie Ry. Co.

Inc. 4-30-1861, as reorg. of N.Y. & Erie, 26 miles in Pike County, 12 miles in Susquehanna Co. and 2 miles in Bradford Co.

Reorg. 4-26-1878 as New York, Lake Erie & Western RR

New York, Lake Erie & Western RR

Inc. 4-26-78 as reorg. of Erie Ry.

Reorg. 11-13-1895 as Erie RR

Erie RR

Inc. 11-13-1895 as reorg. of NYLE&W.

Bankrupt 1-18-1938 until 12-22-1941, emerging with same name. Between 1941 and 1943 many leased subsidiary companies were merged into the Erie including in Pennsylvania the Arnot & Pine Creek RR, Buffalo, Bradford & Pittsburgh RR, Erie and Wyoming Valley RR, Jefferson RR, Moosic Mountain & Carbondale RR, N.Y., L.E. & W. Coal & RR Co., Tioga RR, West Clarion RR

Reorg. 10-17-1960 as Erie-Lackawanna RR

Erie-Lackawanna RR

Inc. 10-17-1960 as merger of Erie RR and DL&W RR. Reorg. 4-1-68 as E.L.Ry (N.Y. control)

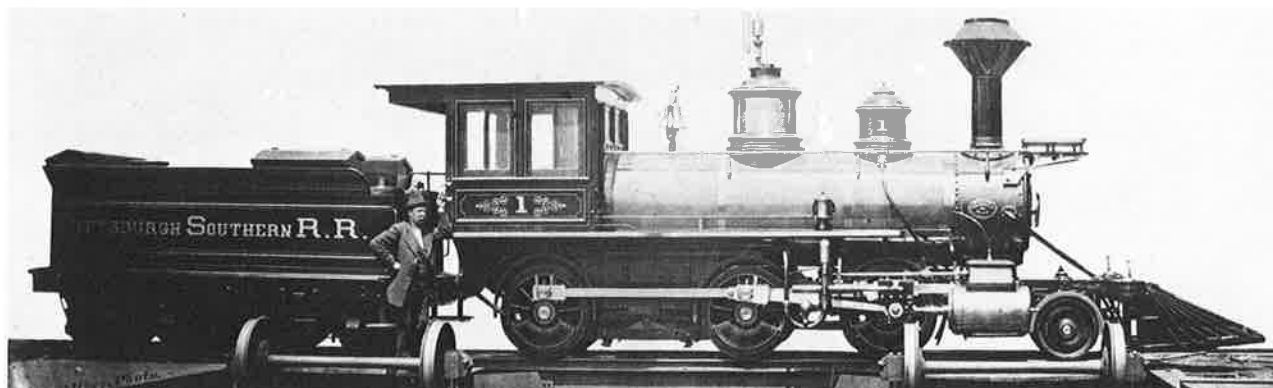
Bankrupt June 1972 as a result of flooding in Corning area.

Reorganized into Conrail

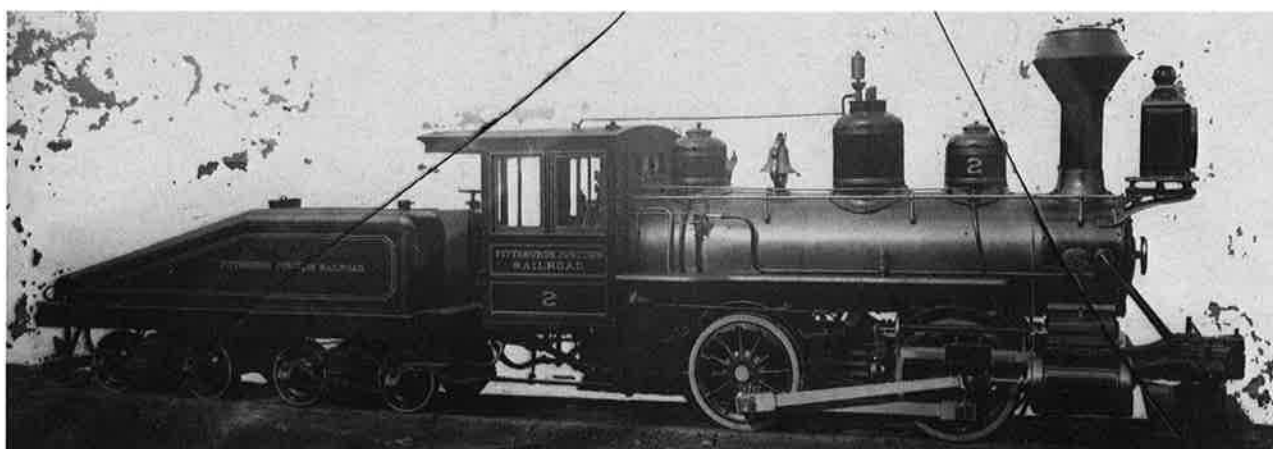
Additional information:

The Erie System - Its Organization and Corporate History by Minor.
by Mott.

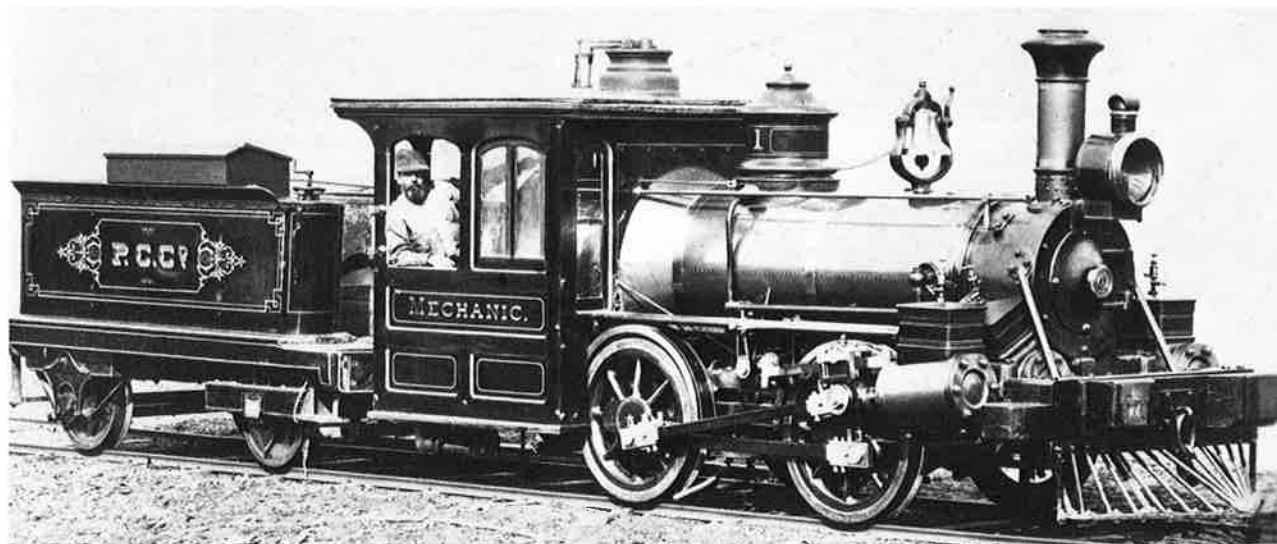
BETWEEN THE OCEAN AND THE LAKES



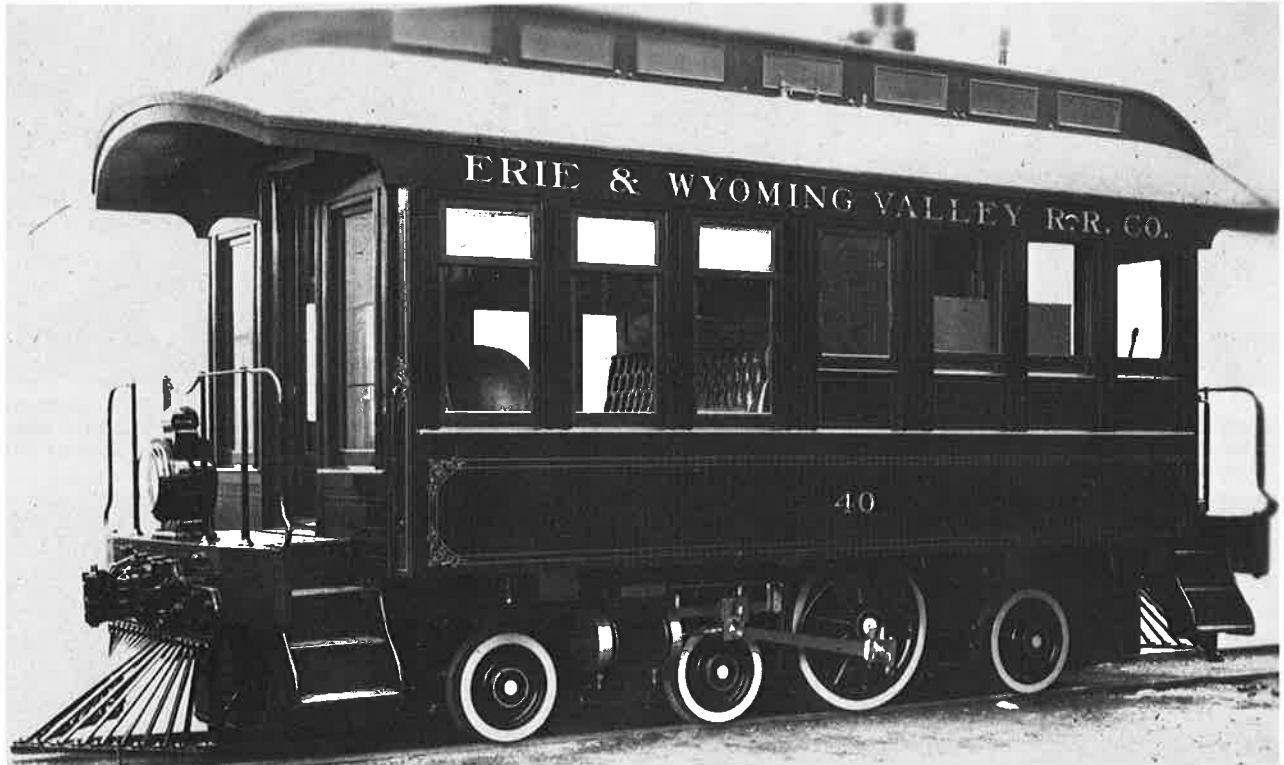
Alco Historic Photos
There were about fifty common carrier narrow gauge railroads in Pennsylvania. The Baltimore and Ohio acquired eight of them of which the Pittsburgh Southern was the only one not part of the Pittsburgh and Western Railroad system. No. 1 was built in 1878 by Porter.



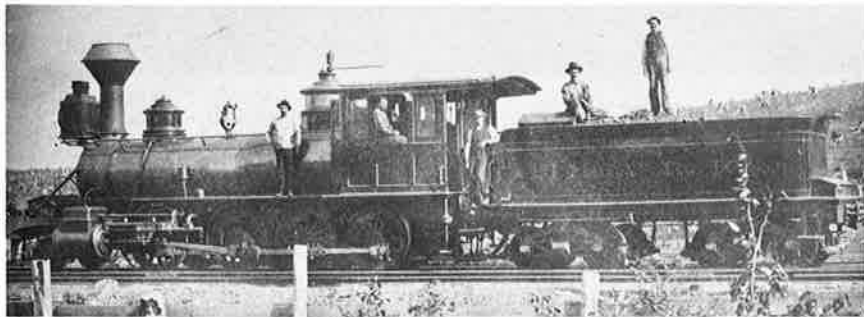
Alco Historic Photos
Pittsburgh Junction RR No. 2 built in 1888. This railroad was financed by the Baltimore and Ohio to connect the B. & O. in Pittsburgh to the Pittsburgh and Western RR across the Allegheny River in Allegheny City (now Pittsburgh). It also had an industrial branch in the city. For unknown reasons the B.&O. preferred the railroad to have its own locomotives for local switching.



Railroad Museum of Penna.
After the Philadelphia, Wilmington and Baltimore had the first three cylinder locomotives (in 1847-48), the next to be built was not until 1880 when John B. Smith, superintendent of the Pennsylvania Coal Co., built four mine locomotives. The Mechanic was the first. It weighed about ten tons and had 32 inch drivers. Note how the third cylinder was placed. Their success lead in 1892 to Smith designing a 4-4-0 for the successor company, the Erie and Wyoming Valley RR. This engine ushered in the era of three cylinder locomotives in the United States.



Railroad Museum of Penna.
 The Erie and Wyoming Valley RR rebuilt the Pennsylvania Coal Company's gravity railroad from near Avoca and extended it to Lackawaxen, a total of 63 miles. So prosperous was the railroad that in 1898 it splurged on an inspection locomotive for the superintendent. The Erie Railroad subsequently used it until scrapped in 1918.

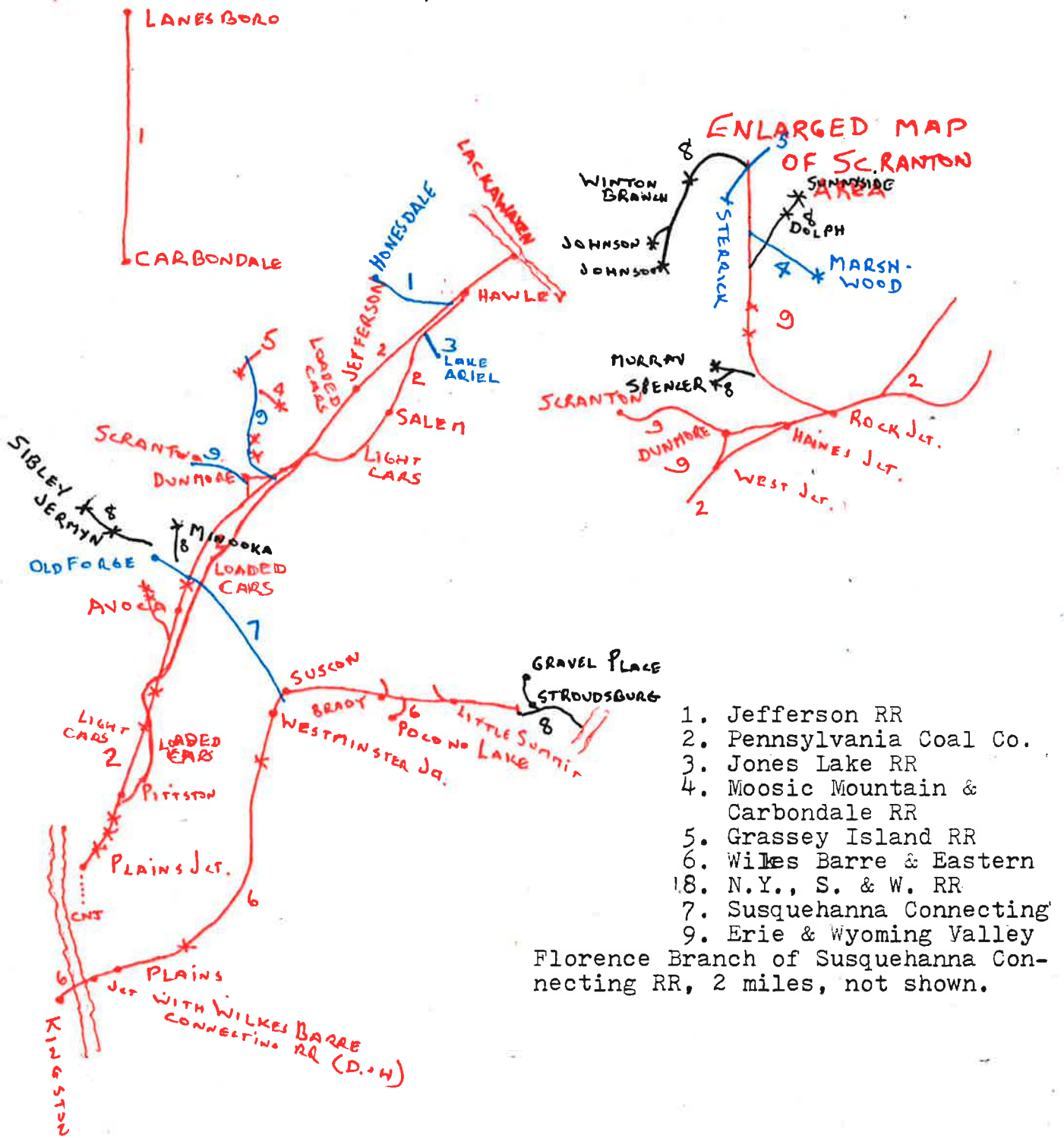


Railroad Museum of Penna.
 The Tioga Railroad from Lawrenceville to the Blossburg coal mines, constructed in 1839, was the first railroad to reach the coal fields of north central Pennsylvania. No. 15 was built by Baldwin in 1876. In 1882 the Erie RR acquired the Tioga RR.



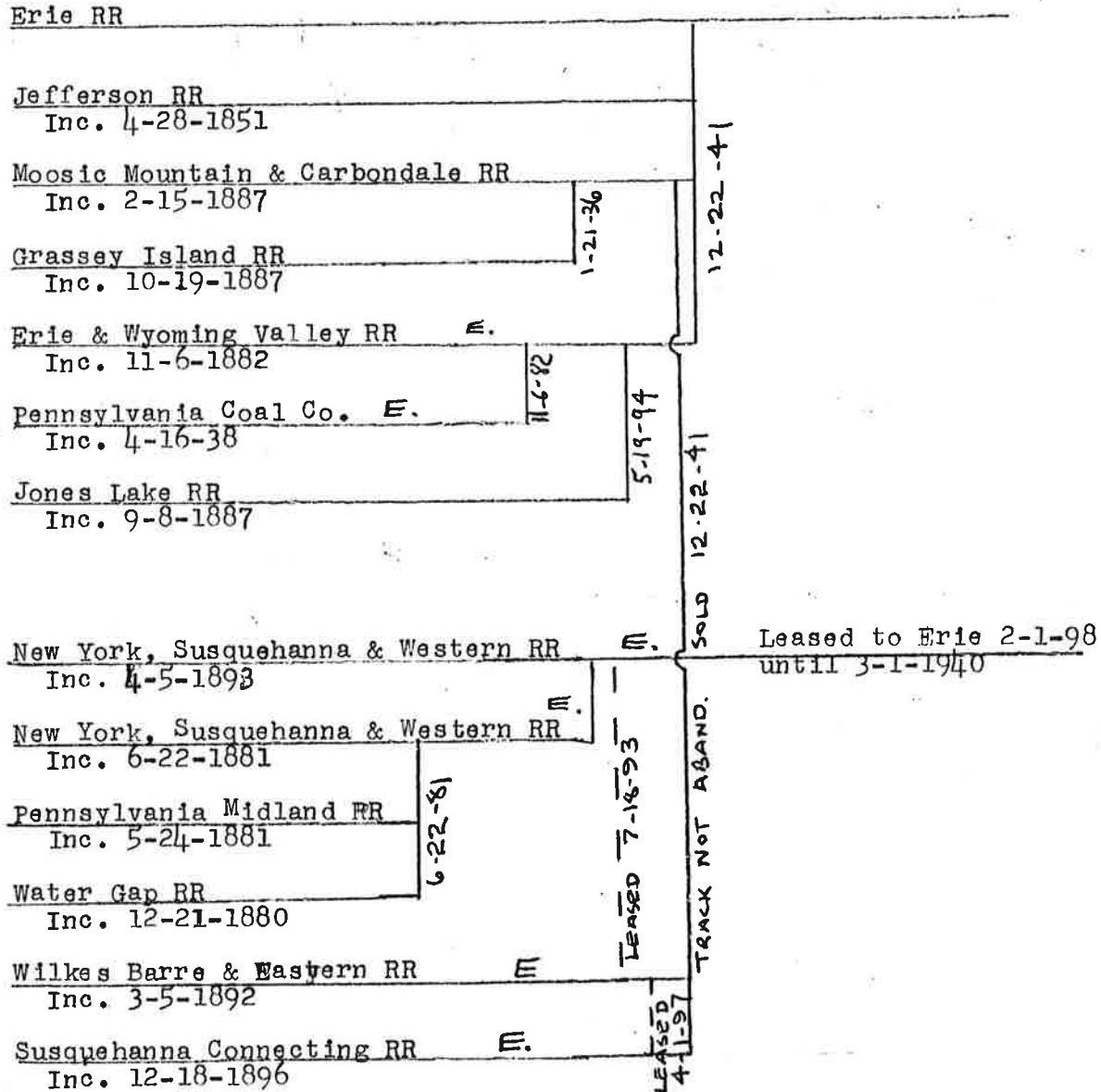
Railroad Museum of Penna.
 The Fall Brook Coal Company owned the line up Pine Creek from Jersey Shore to Corning although its mines were not on the railroad. The railroad hauled considerable coal from Clearfield County on the Beech Creek Railroad to New York State, and No. 59 was one of these coal haulers. Later the New York Central merged the line into their system.

NEW YORK, SUSQUEHANNA & WESTERN RR



- 1. Jefferson RR
- 2. Pennsylvania Coal Co.
- 3. Jones Lake RR
- 4. Moosic Mountain & Carbondale RR
- 5. Grassey Island RR
- 6. Wilkes Barre & Eastern
- 18. N.Y., S. & W. RR
- 7. Susquehanna Connecting
- 9. Erie & Wyoming Valley

Florence Branch of Susquehanna Connecting RR, 2 miles, not shown.



Additional information:

The History of the New York, Susquehanna & Western R.R. by Walter A. Lucas.

The Next Station Will Be ..., Vol. 7 Erie RR, Vol. 5 NYS&W RR

The Erie RR entered the Scranton area through the Pennsylvania Coal Company who eventually agreed to sell their line to the Erie. The Susquehanna RR purchased various coal companies and shipped the coal over the DL&W to Gravel Place where the Susquehanna got it for shipment to New Jersey and New York. So that it would have its own route over the Poconos, the Wilkes Barre & Eastern RR was formed. After several years successful operation and completion of the Susquehanna Connecting RR, J. P. Morgan bought up the NYS&W stock for the Erie RR and the Erie leased it.

Pennsylvania Coal Co.

Inc. 4-16-1838 to hold 1000 acres in Pittston Twnp and build a railroad to Del. & Hudson Canal & RR Co. or North Branch Canal with right to charge tolls.

Supplement 3-7-49 May extend RR to connect with D&H Canal/RR.

Supplement 3-10-1857 Railroad may be extended from Hawley to the N.Y. & Erie RR in Pike Co. 16 miles (at Lackawaxen). Called the Hawley Branch RR

Built: gravity RR from Port Griffiths on Susquehanna River & North Branch Canal to Hawley on D&H Canal, 47 miles, opened 1850.

Lackawaxen Br. (Hawley to Lackawaxen) built 1861-62 and leased to NY, LE&W 6-2-1862 to operate. Conveyed to Erie & Wyo. Valley RR 6-23-1886. (also referred to as Hawley Branch RR)

Supplement 4-2-1867 allowed coal company to construct lateral railroads from their main line to any coal property owned. Branch north from Dunmore subsequently constructed.

11-4-1882 Penna. Coal Co. agreed with NY, LE&W to build a new railroad to replace the gravity railroad. Erie & Wyoming Valley RR organized 11-6-1882 to do this.

Company reincorporated in 1895 and continued into 1940s. No railroad.

It built two lines from Dunmore to Hawley, the up-track and down-track. They were several miles apart. The up-track ran thru Salem and was retained by the E&WV. The down track ran north thru Cobbs, Jefferson, Robinson and Darling and was removed in 1883.

Erie and Wyoming Valley RR

Inc. 11-6-1882 to reconstruct the gravity railroad of the Pennsylvania Coal Co. from Port Griffiths (Pittston) on Susquehanna River to Hawley on Del. & Hudson Canal, 47 miles.

Built new line 1883-1884. Penna. Coal Co. on 6-23-1886/turned over their railroad from Hawley to Lackawaxen to the Erie & Wyo. Valley, 16 miles.

Leased to N.Y., L.E. & W. RR 6-12-84 Port Griffiths to Hawley, 6-23-86 Hawley to Lackawaxen. Built Jessup Br. from Rock Jct. to Winton in 1880, prior 1887.

Jones Lake RR merged into E&WV 5-19-1894.

Lackawaxen to Plains (port Griffiths) Had equipment 79.1 miles

Merged into Erie 12-22-1941

Aband. early 1960s 6 miles Gravity to Hawley

ICC auth. aband. 9-28-1961 5.7 miles from m.p. 156.6 in Pittston Twnp to m.p. 162.3 in Plains Twnp. (Between jct. with Laurel Line -L&WVRY- and CNJ

Built in 1961 1/4 mile from Old Forge colliery on DL&W to Erie from yard just north of Avoca yard so as to aband. E&WV from near Hillside Jct. (where Susq. Conn. RR joined Erie) to Dunmore. Not all aband.

ICC auth. aband. 12-7-1967 Rock Jct. (where Jessup Br. to Winton began) to Gavity and spur branch to Lake Ariel, 19.8 miles

ICC auth. aband. 3-28-1967 1.2 miles from end of Pittston Br, m.p. 0 to m.p. 1.2 in Jenkins and Pittston Twnp.

Sold April 1976 Hawley to Lackawaxen to Lackawaxen and Stourbridge RR.

Aband. Winton Br. from Jessup south to 2.7 miles from Rock Jct. 1976? when Conrail took over? ICC auth. aband. 2-2-1982 1.1 mile of Scranton Br. from Washington Ave to New York St. (west end of branch). ICC auth. aband. 2-24-1982 rest of Scranton Br. from Washington Ave. to Haines Jct., but not torn up and line sold to Pocono Northeast RR. Aband. 1986.

In 1982/83 Pocono Northeast RR acquired all the line: from jct. with L&WVRY south of Pittston to Rock Jct., the interchange line at Avoca to LV, interchange "switchback" with Susquehanna Connecting RR at Hillside Jct., the branch from Little Virginia to the industrial park of 2 miles or so, from Haines Jct. to Dunmore to Washington Ave, and from Rock Jct. on Jessup Br. to Keystone Ind. Park about 2 1/2 miles.

The E&WV was a subsidiary of Penna. Coal Co. until acquired by the Erie. Leased by Erie in 1886 but continued buying locomotives until 1900. In 1901 all E&WV engines were renumbered into the Erie number series. The Pa. Coal Co. had 30" gauge mine engines, first bought in 1884. These are not listed.

1	4-6-0W Baldwin	1889	9858	ren. 201, 1896, ren. Erie 961, 1901, 988, 1903. Sc. 1910
1	2-8-0 Dickson	1884	470	blew up prior 1889
2	" "	"	471	ren. 401, 1896, ren Erie 1504, 1901. Sc. 1915
3	" "	"	472	402 1505 1919
4	" "	"	473	rebuilt to 3 cylinder, 1892. Ren. 403, Erie 1506. Sc. 1919
5	" "	"	474	ren. 404 1507 1920
6	2-6-0 Baldwin	1885	7645	Sold 1889 to Island RR #1, Repurchased 1894 & Ren. 39
7	" "	"	7647	ren. 203, 1896. ren. Erie 747, 1901. Sc. 1909
8	4-4-0 "	"	7753	ren. 101, 1896. ren Erie 112, 1901. Sc. 1910
9	2-6-0 Dickson	1884	498	" 204 " " 736 " " 1908
10	" "	"	499	" 205 " " 737 " " 1908
11	" "	1886	503	" 206 " " 738 " " 1909
12	" "	"	504	" 207 " " " " 1902
13	" "	"	505	" 208 " " 739 " " 1909

Erie & Wyoming Valley RR cont.

14	4-4-0	Paldwin	1886	7816	ren. 102, 1896	Ren Erie 113, 1901	Sc. 1910
15	4-6-0W	"	"	7852	209	"	" 1902
16	"	"	"	7854	210	"	" 1902
17	"	"	"	7863	211	"	" 1902
18	"	"	"	7865	212	"	" 1910
19	"	"	"	7872	213	"	" 1907
20	2-6-0	Dickson	"	507	214	"	" 1909
21	4-6-0W	Paldwin	"	8065	215	"	" 1910
22	"	"	"	8066	216	"	" 1917
23	"	"	"	8070	217	"	" 1905
24	4-6-0	"	"	8068	218	"	" 1907
25	0-4-0	"	1880	4980	Built for Albany City Iron Co. Bought by E&WV in 1886. Sold 1890 to Penna. Coal Co. #1. Repurchased in 1896 and given number 38.		
25	2-4-4	Schen.	1891	3452	ren. Erie #111, 1901	Sc. 1912	
26	4-4-0W	Paldwin	1887	8717	ren. 103, 1896	ren. Erie 114, 1901	Sc. 1910
27	"	"	"	8725	" 104	" 115	" 1910
28	4-6-0W	"	"	8727	219	"	" 1906
29	"	"	"	8730	220	"	" 1910
30	"	"	"	8732	221	"	" 1906
31	"	"	1889	9843	222	"	" 1912
32	"	"	"	9848	223	"	" 1910
33	"	"	"	9849	202	"	" 1909
33	0-6-0	Dickson	1891	849	Rbt. 1896 as 2-6-0. Ren. Erie #748, 1901	Sc. 1905	
34	4-4-0W	Dunmore Shop	1892	-	3 cylinder. Ren. 105, 1896. Erie #111, 1901	Sc. 1910	
35	2-6-0W	Pald.	1894	14067	3 cylinder. Ren. 301, "	" 741, "	" 1921
36	"	"	"	14072	" 302	" 742	" 1919
37	"	"	"	14234	" 303	" 743	" 1919
38	0-4-0	"	"	"	Ren. from 25 (above).	Sc. 1900	
39	2-6-0C	"	"	"	Ren. from 6 (above).	Sc. 1919	Ren 224, Erie 744
40	4-2-2	Cooke	1898	2414	Inspection Loco. Ren. Erie #40, 1901	Sc. 1918	
101-105	See above roster. Renumbered to 100 series in 1896						
201-224	"	"	"	"	200	"	"
301-303	"	"	"	"	2 300	"	"
401-404	"	"	"	"	400	"	"
501	2-8-0C	Schen.	1900	5701	Ren. Erie #1501, 1900	Sc. 1927	
502	"	"	"	5702	1502	"	
503	"	"	"	5703	1503	"	
504	"	"	"	5704	1500	"	

** Data on #33 conflicts with other 33 R&HS #131 says CW 9849 was E&WV #2, and it conflicts in Bulletin #131.

Grassy Island RR

Inc. 10-19-87 on Winton Br. of DL&W RR near junction with NYS&W, thence westerly to the Grassy Island Coal Co. breaker in Jessup, 1 mile.
 Built from DL&W to D&HRR to Sterrick Creek breaker, .4 miles.
 Sold 1-21-36 to Moosic Mountain & Carbondale RR
 Sterrick Creek Coal Co. bought out Grassy Island Coal Co. and trackage was private with connecting railroads using it. In 1922 the Erie Land Co. bought the stock of the RR.
 Probably had no locomotives. Ab. 19

Jefferson RR

Inc. 4-28-1851 to run from Delaware River, Pike Co. thru Wayne County to N. Y. State Line in Susquehanna Co. Supplement 3-18-1863 allows construction from Hawley to Honesdale with connection at Hawley to the Penna. Coal Co. Supplement

Built: Hawley to Honesdale, 7.3 miles 1868; Lanesboro to Carbondale, 36.6 miles 1870.
 Leased to Erie 1-1-1869. Merged into Erie 12-22-1941
 Inteny to deliver coal from D&H at Honesdale eastward and ship coal northward.
 Built 2 1/2 mile branch from D&H RR (2 miles south of Carbondale) eastward to Edgerton coal mines in 1883. Abandoned in 1930s or earlier. Did not connect with Jefferson RR although called Edgerton Br. of Jefferson RR.
 D&HRR given trackage rights 1-1-1898 from Carbondale to Jefferson Jct. on the Lackawanna and Susquehanna RR, 2 miles south of Lanesboro. This line was sold to D&H in Mar. 1955 because of it being the D&H's main line to Wilkes Barre and Erie coal traffic was disappeared.
 D&H RR sold 1.1 miles of track 6-13-1932 at Honesdale to Jefferson RR.
 Sold 1976 Honesdale to Lackawaxen ; Carbondale to Lanesboro 1982 abandoned
 to Lackawaxen & Stourbridge RR

Jones Lake RR

Inc. 9-8-1887 Georgetown Station (Manning Jct.) to Ariel, 1 1/2 miles, Wayne Co.
 Leased 1-3-1888 to Erie & Wyoming Valley RR; merged 5-19-1894 into E&WV
 Intent - summer resort line and possibly ice shipments. Built 1887-88; aband. 12-7-67.
 No equip.

Moosic Mountain & Carbondale RR

Inc. 2-15-1887 Carbondale from Jefferson RR to Erie & Wyo. Val. RR near Scranton, 15 miles.
 Built 4.2 miles from Winton on D&HRR to Marshwood colliery of E&WV
 Not known when stock acquired by E&WV - possibly from the beginning.
 Marshwood colliery closed 1924. 10-22-30 2 1/2 miles abandoned from Sterry Cr. to Marshwood
 Remaining 1.7 miles abandon. ?
 Acquired 12-22-1941 Wilkes Barre & Eastern RR track from Suscon to Plains.
 Merged into Erie 12-22-1941 No equipment

New York, Susquehanna & Western RR

Inc. 6-22-1881 as merger of Water Gap RR, Pennsylvania Midland RR, and 4 railroads in N.J.
 Built: Water Gap to Gravel Place, Oct. 1882
 Intended to ship coal from recently acquired coal mines in Scranton area, using DL&WPR to Gravel Place.

Reorg. 1-24-1883 by consolidation of Blairstown RR

Reorg. 4-5-1893 by consolidation with Hudson River RR & Terminal Co. (which created a new coal terminal in conjunction with completion of Wilkes Barre & Eastern RR.

Owned and operated Wilkes Barre & Eastern from 7-18-1893

Bankrupt 6-1-1937. Reorg. 3-1-1940?

Leased to Erie 2-1-1898 until 3-1-1940

Aband. Stroudsburg to Hainesburg N.J. March 1941. *1st. Avn. Ab. 12-20-40*

" Stroudsburg to Gravel Place 1930s?

NYS&W had following branches in Scranton area all serving coal breakers and all abandoned prior to 1938 apparently. Winton Br. 4.4 miles; Sibley Br. .3 mi; Murray Br. .5 mi; Spencer Br. .6 mi; Dolph Sunnyside Br 1.3 miles & more?; Johnson Br. 1.0 miles. *built W&E*

J.C.C. auth. aband. Murray and Spencer Ers. 1-7-1960; Old Forge to Jermyrn 1.5 miles (Jermyrn to Sibley abandoned earlier); and from Moosic Mtn. & Carbondale to Dolph, .9 mile (Dolph to Sunnyside ab. earlier.) Authorized 9-27-76 4.4 mile Winton Branch (Winton to Johnson (Dickson City)

Pennsylvania Midland RR

Inc. 5-24-1881 to run from Delaware River at junction with Midland RR of N.J. to Wilkes Barre, 80 miles via Monroe, Pike, Wayne, Lackawanna & Luzerne Counties.
 Merged 6-22-1881 into NYS&W. Not built

Susquehanna Connecting RR

Inc. 12-18-1896 from Paddys Landing (Suscon) to Winton, 22 miles.

Built. Suscon Jct. to Minooka, 7.6 miles in 1897. All stock owned by NYS&W. Remainder of proposed route not built because Erie RR acquired NYS&W so that E&WV RR track could be used.

Leased to Wilkes Barre & Eastern RR 4-1-1897

NYS&W leased its coal branches to the Susq. Connecting, 5.13 miles and the Winton Priceville Branch 4.4 miles.

Erie RR took over operation from NYS&W in July 1938 after WB&E petitioned for abandonment. Taken over was S.C. from Suscon to Old Forge and the NYS&W coal branch from Old Forge to Jermyrn mine, 1.5 miles. *Corp. dissolved 1977.*

Had 3 locomotives.

Aband. 12-1-1936 Minooka Br. from Jermyrn Jct. to D&H RR, 1 mile; 7-18-1941 Hillside Jct. (E&WV crossing) to Old Forge, 2.3 miles. Still (1986) in - Suscon Jct. to Hillside, now owned - Pocono N.E. RR 4 miles.

Whether the S.C.R.R.'s engines stayed on their line or were operated also on the Wilkes Barre and Eastern is unknown. Presumably the 2-6-0s worked the mines, but what a 4-4-0 was needed for is unknown. The road had no passenger service. All three were camelbacks.

101 2-6-0 Rogers 1897 5212 ren. NYS&W #64
 102 " " " 5213 " " 65

103 4-4-0 Stroudsburg Shop. Rebuilt from NYS&W #32, 4-4-0 built by Rogers in 1883, on 3448. Ren. NYS&W #28

Water Gap RR

Inc. 12-21-1880 Delaware Water Gap to west end of Stroudsburg at Gravel Place.
 Intenc. connect NYS&W to DL&W for east bound coal shipments
 Merged 6-22-1881 into NY,S&W RR
 Not built., Built by NYS&W in 1882

Wilkes Barre & Eastern RR

Inc. 3-5-1892 Stroudsburg to Wilkes Barre, 64 miles.

Built Stroudsburg to Wilkes Barre to Kingston, opened 1-22-1894 and 1/2 mile from Westminster Jct. to end of CNJ RR Everhart Branch.

Leased 7-18-1893 to NYS&W, who owned all the stock.

In 1917 the Erie rebuilt their E&WV line and placed 2-10-2s on it. They then transferred the coal trains off the WB&E, reducing freight service from 4 trains each way to 1 1/2 trains per day average with ice being the major freight item in 1918 and reduced maintenance.

Aband. 4-19-1926 from Wilkes Barre Connecting RR in Kingston to Wilkes Barre at Market St. (Plains) 3 miles. Aband. Stroudsburg to Suscon March 25, 1939, 54 miles. Suscon to Plains sold to Moosic Mountain & Carbondale RR 12-22-1941

Aband.: I.C.C. authorized 4-17-1926 from Market St., Kingston to Wilkes Barre Connecting RR, 1.0 miles. Last used for passenger train 9-15-1904 and freight in 1907. Apparently actually torn up 1908/ Bridge over Susquehanna used by W.B.C.RR (sold to them 9-30-1939). Abandoned 1926 - but not in the ICC approval - was from jct. with W.B.C.RR at east side of river to Plains, 1 1/2 miles.

Aband. I.C.C. authorized 1-17-1939 and took effect 3-25-1939 54 miles Suscon to Stroudsburg. Local freight mostly ice. ICC abandonment docket #230 gives good description of RR. Several branches on top of Poconos went to ice ponds and their ice houses.

Abandoned after 1947 Plains to a mile east of where line crossed L.V.RR near Wyoming Valley interchange of rte 81. From there to Suscon is now owned by Pocono Northeast RR to serve Independent Powder Co.

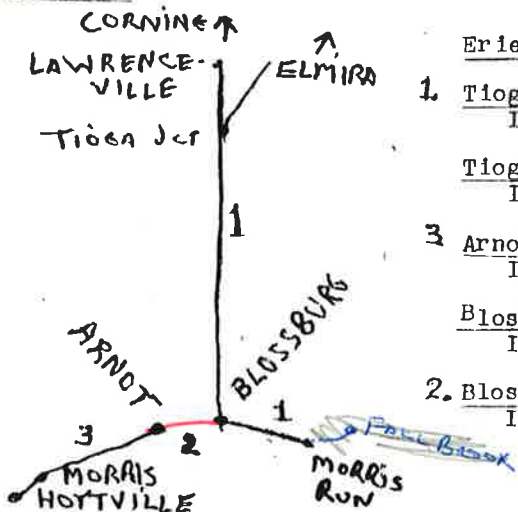
Wilkes Barre & Eastern RR cont.

				Ren. NYS&W	
1	4-6-0	Rogers	1893	4814	25
2	2-6-0	"	"	4867	49
3	"	"	"	4868	50
4	"	"	"	4869	51
5	4-4-0	"	"	4871	21
6	"	"	"	4872	13
7	"	"	"	4908	14
53	2-8-0	"	"	4995	97
54	"	"	"	4937	98
55	"	"	"	4938	99
56	"	"	"	4939	93
57	"	"	"	4940	94
58	"	"	"	4945	95
59	"	"	"	4946	96

All were single cab.

When the Erie RR rebuilt their line from Scranton to Lakawaxen with heavy rail in 1916 so that 2-10-2s could operate, they discontinued running coal trains over the W.B.&E. in 1917, and used it from then on for local freight and ice business only.

Erie R.R. - Tioga County



Erie RR	
1. Tioga RR	Inc. 3-29-1851
Tioga Navigation Co.	Inc. Suppl. 2-7-1828
3. Arnot & Pine Creek RR	Inc. 1-11-1881
Bloss Coal Co.	Inc. 7-18-1863
2. Bloss Coal, Mining & RR Co.	Inc. 4-11-1866

I.C.C. authorized abandonments & dates:

- 7-11-1942 state line (from Elmira) to Tioga Jct. 13.5 miles; Arnot Jct. to Hoytville 11.8 miles and 1.4 miles Blossburg Coal Co. from Arnot Jct. Only the line to Tioga Jct. torn up. The war saved the rest.
- 10-4-1946 west of Blossburg to Hoytville 13.2 miles
- 4-17-1953 Blossburg to Morris Run, 2.9 miles. Op. disc. 4-1952
- 9-14-55 1.5 miles from near Blossburg toward Arnot.

The only operating company was the Tioga RR (until 1882) and except for lumbering and a tannery around Morris, this Erie branch system was used only for coal and to serve, in later years, the foundry at Blossburg. The coal was largely gone in the 1930s. Mansfield and Blossburg were the only communities of any significance.

Aband. state line to Blossburg, 26 miles when track washed out in June 1972 flood.

Handwritten signature: Morris Run - Paul Brook

Arnot & Pine Creek RR

Inc. 1-11-1881 Arnot to Woodlawn Tannery (Hoytville), 12 miles to serve lumber and tannery industry. Built 1882 and leased to Tioga RR 7-1-1882. Merged 2-21-1936 into Tioga RR.

Bloss Coal, Mining & RR Co.

Inc. 4-11-1866 to hold land in Tioga County and build a RR to Tioga RR. Built 3.5 miles in 1866-67 Blossburg to coal mines at Arnot. Leased the RR to Tioga RR 7-1-1867. Merged 6-30-1890 into Blossburg Coal Co. *4-4-0 N.J. Low 1864 at Fall Brook Coal Co., 1866*

Blossburg Coal Co.

Inc. 7-18-1863 to mine and lumber. Leased Towanda Coal Co. which owned the Barclay RR (see Bradford County RRs) on 1-31-1868. Barclay RR operated independently and eventually sold.

Acquired 6-30-1890 Bloss Coal, Mining & RR Co. and its 3.5 miles, Blossburg to Arnot which was leased to Tioga RR.

Mines closed 4-1-1926 at Arnot. RR deeded to Tioga RR 12-16-1941.

Locos: #1 unknown

2 2-6-0 "J.A. Drake" Baldwin 1879 c.n. 4645 36" drivers

Tioga Navigation Co.

Inc. 1826 as a canal. Supplement 2-7-1828 to inc. a RR instead of a canal from near Lawrenceville on N.Y. state line to coal beds at Pete's Camp. Suppl. 4-4-1833 allows extension to Williamsport and Elmira RR. Act. 3-29-1851 changes name to Tioga RR and allows a branch to be built to N.Y. State line in Steuben or Chemung Co. (Elmira Branch) RR built 1839 Lawrenceville to Blossburg.

Locos: Tioga Baldwin 1839 131 to Tioga RR in 1851

Conhocton " 1841 150 "

Canistota " 1840 159 "

Tuscarora Rogers 1841 29 "

Tioga RR

Inc. 3-29-1851 as renaming of Tioga Navigation Co. and may build a branch toward Elmira. Suppl. 4-27-1852 may build 4 mile branch from Blossburg (To Morris Run)

Leased 5-3-1864 to Fall Brook Coal Co. Lease discontinued.

Leased 7-1-1867 the 4 mile RR of Bloss Coal, Mining & RR Co., Blossburg-Arnot.

Leased 1882 to N.Y., L.E.&W. RR who then took over operation of RR.

Bought Blossburg Coal Co. 4 mile line to Arnot 12-16-1941

Merged into Erie 12-22-1941

Built Blossburg to Morris coal mines in 1850s; Built Tioga Jct. to Elmira and

State Line RR so as to ship coal east in 1875

Aband. Blossburg to Morris Run 1942

Built 1852-53 Blossburg to Morris Run coal mines 3.8 mi.

Tioga RR

		Sold to:					
		Tuscarora	Tioga	Fall Brook	Coal Co	In 1895 engines were renumbered	
		Canistota	Fall Brook	"	"	into Erie RR series	
		Conhocton	"	"	"		
4	(Unknown)					CN	1895 Ren Disposition
5	4-4-0	M. W. Baldwin	Baldwin	1863	1132	54	Sc. 1900
6	"	M. Baird	"	1864	1235	"	1895
7	"	James W. Ryers	"	1865	1353	"	1893
8	0-6-0	C. J. Parry	"	1866	1468	"	prior 1895
9	(unknown)						
10	4-6-0		"	1868	1711	?	" 1900
11	4-4-0		"	1869	1863		" 1892
12	4-6-0		"	1870	2116		" 1892
13	2-6-0		Rogers	1872	2011	537	" 1901
14	"		Baldwin	1873	3312		" 1895
15	2-8-0		"	1876	3967	1198	" 1902
16	2-6-0		Rogers	1873	2290		" 1892
17	4-6-0	ex Indiana, Bloomington & Western RR #64 second hand, acquired 1880					" 1891
18	2-8-0		Baldwin	1882	6236	1199	Rbt. 1901 to 0-6-0 & Ren. 699. Sc. 1919.

Bradford-Elk-Jefferson-Clearfield Counties

Erie RR

Pennsylvania & Erie Coal & Ry. Co.
Inc. Jan. 1875?

1 Buffalo, Bradford & Pittsburg RR
Inc. 3-22-59

Buffalo & Bradford RR
Inc. 3-14-56

Brandy Camp RR
Inc. 4-5-67

Pittsburgh, Buffalo & Rochester RR
Inc. in N.Y. State?

3 B. F. Hazelton 3 E.
not inc.

Crawford & McKean County Ry
Inc. 10-26-86

Brockwayville & Daguscahonda Ry
Inc. 10-26-86

Daguscahonda & Elk Ry.
Inc. 10-26-86

2 New York, Lake Erie & Western Coal & RR
6-28-81 Inc.

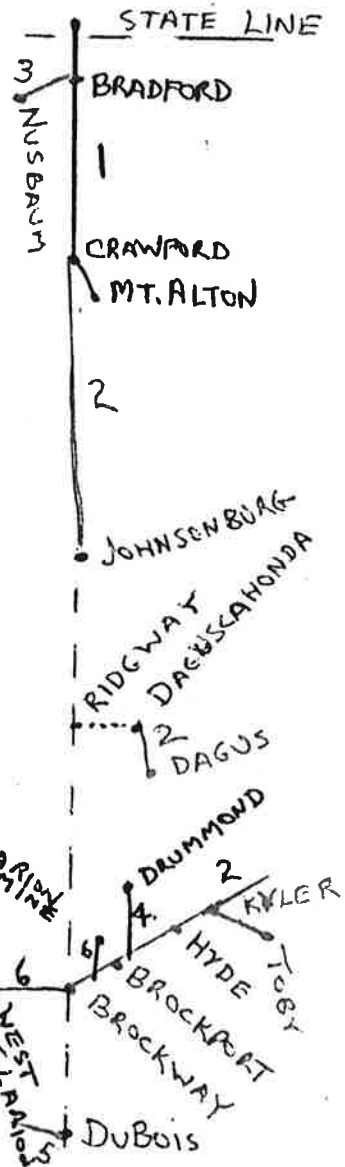
Wilcox & Howard Hill Improvement Co.
Inc. 4-8-70

6 West Clarion RR
Inc. 7-21-97

Brockport & Shawmut RR E. 4
Inc. 7-31-86

5 Eriton RR 5
Inc. 10-3-06

DISSOLVED
3-8-34



TRACKAGE RIGHTS:
RIDGWAY-DAGUSCAHONDA
(PENNA. RR)
JOHNSONBURG-DUBOIS
(B.R. & P. RR)

Notes: Pa. & Erie Coal & Ry. Co. formed as merger of one existing and two paper roads. In 1880 declared void. NYLE&EC&RR was broken into three separate railroad companies when it was feared its charter did not give it permission to build two lines it had constructed. When the courts said it was okay, the three new companies were voided.

ERIE RR - McKean-Elk-Jefferson-Clearfield Counties

This branch of the Erie was constructed only for serving coal mines, first in the Mount Alton area, then further south in the area northeast of Brockway, and finally several other areas west of Brockway and below DuBois. This line supplied all the soft coal traffic except for that in Tioga County. After World War II the mines rapidly declined and by the mid 1950s only a small fraction of the previous tonnage was being mined. The Erie RR supplied locomotives and operated all the lines from their beginning except for Hazelton's railroad and the Brockport & Shawmut RR.

Brandy Camp RR

Inc. 4-5-1867, but tax not paid until 1872. To run from the Philadelphia & Erie RR between Ridgway and St. Marys to coal mines south in Fox Twnp, Elk County and Jefferson Co. Merged 1-1875 into the Pittsburgh & Erie Coal & Ry. Co. Merger declared void 3-31-80, and company expired. Between 1882 and 1884 the N.Y., L.E.&W. Coal & Ry. Co. built a branch on the proposed route to Dagus Mines.

Brockport & Shawmut RR

(Mead Run Br.)
Inc. 7-31-86 to run from NY, LE&W Coal & RR Co. near mouth of Mead Run to Shawmut Village, about 5 miles. Built 2.1 miles from Brockport to Shawmut Depot
Merged into the West Clarion RR 6-8-36 although possibly never consummated.
Abandoned in C.C. authorized 8-3-50, 2.4 miles.
Railroad built by Horton & Cartwright Lumber Co. in 1886 to connect their saw mill at Horton City to Brockport, 3 miles. Acquired by Ridgway Lbr. Co. in 1893 and subsequently sold to the Erie RR although date is unknown. See Elk County RRs.
No known locomotives lettered. Believed to have used logging locomotives of Horton and Cartwright Lbr. Co. See that company, Elk County

Brockwayville & Dagusahonda Ry.

Inc. 10-26-1884 as part of reorganization of NYLE&W Coal & RR, between Brockwayville and Dagusahonda Mine area (Toby and Kyler) 12.7 miles. Reverted to NYLE&W&RR several years later. No equip.

Buffalo & Bradford RR

Inc. 3-14-56 to build from the state line at Buffalo & Pittsburgh RR up Tunungwant Creek, McKean County to coal mines in Lafayette Twnp.
Merged with Buffalo & Pittsburgh RR 3-22-59 to form Buffalo, Bradford & Pittsburgh RR
No track constructed.

Buffalo, Bradford & Pittsburgh RR

Inc. 3-22-59 as consolidation of Buffalo & Bradford RR (Pa.) and Buffalo & Pittsburgh RR (NY). To build from Carrollton, N.Y. to Lafayette Twnp, McKean Co.
Built State Line to Crawford Jct. (connection with NYLE&W Coal & RR in 1882 to Mt. Alton mines, 18 miles and further extension a mile or two to ButtsVILLE mine. Opened 1-5-1866 to 6' gauge.
Bought 5.2 miles along West Branch from Bradford to Nusbaum from B. F. Hazelton, Jan. 1888
This line had been used by the Erie beginning sometime between 1882 & 1884.
Merged agreement 1-28-1875 with Penna & Erie Coal & Ry. Co. but not carried out and declared void 3-31-1880. Merged into Erie 12-21-1941.
Aband. 6-3-1925 Crawford Jct. to Mt. Alton, 2.0 miles. Op. discontinued 1920.
10-18-1926 Nusbaum toward Bradford
ICC auth. 9-13-1972 State line near Carrollton to Bradford, 4 miles
Aband. 1/2 mile in Bradford 5-14-1937.
Aband. Crawford Jct. to Lewis Run about 1953.
ICC auth, aband 2-25-1982 Bradford to Lewis Run, 4.3 miles

Crawford & McKean County RR

Inc. 10-26-84 as part of reorg. of NY, LE&W&RR Co. breakup. Crawford Jct. to Johnsonburg, 30 miles. Reverted to NYLE&W&RR several years later when reorg. found unnecessary.

Dagusahonda & Elk Ry.

Inc. 10-26-84 as part of reorg. of NY, LE&W&RR Co. breakup. Dagusahonda Jct., Elk Co. to Dagus Mines, 7 miles. Reverted to NYLE&W&RR several years later when reorg. found unnecessary.

Eriton RR

Inc. 10-3-06 Eriton Jct. on BR&P west to Eriton mine, Sandy Twnp, Clearfield Co. (just south of DuBois) .7 miles.
This branch was served by Erie train having trackage rights over BR&P to DuBois.
Mine closed and tracks abandoned 11-4-33.
Company dissolved 3-8-34

Hazelton, B. F.

Not incorporated. Built by B. F. Hazelton from Bradford to his saw mill at Hazelton Mills (later named Nusbaum), 5.5 miles. On West Branch in 1882. Erie RR began operating over it also between 1882 and 1884. Hazelton sold the branch to the Erie in January 1888 (actually, Buffalo, Bradford & Pittsburgh RR). Torn up 3.7 miles to Nusbaum after chemical plant closed 10-18-1926. .9 miles torn up from end back towards West Bradford, .9 miles in 19 . Aband. West Bradford to Bradford, .6 mile 2-25-1982.

For data on Hazelton's operation see McKean County railroads.

New York, Lake Erie & Western Coal & RR Co.

Inc. 6-28-81 as name change of Wilcox and Howard Hill Improvement Co. The company owned the coal lands northwest of Brockway.

Built and opened late 1882 Crawford Jct. to Johnsonburg, 29.9 miles (with trackage rights over PR&P from their south to Brockwayville.)

Built 1882-1884 Daguscahonda to Dagus Mines, 6 miles and Brockwayville to Toby Mines, 12.6 miles. (not clear if Dagus Mines line later extended south the the line to Toby Mines.)

Daguscahonda is on the Phila. & Erie RR). **Keystone** (3/4 mile west of Brockport) north 12 mi. to Clarion Mine ^{Clarion Mine not built}
Reorganized 10-26-84 into three corporations because there was doubt as to whether these three separate rail lines fitted into the charter. Companies formed were Crawford and McKean Ry, Brockwayville & Daguscahonda RR, and Daguscahonda & Elk Ry. When the courts subsequently said the charter of the NYL&W&C RR covered the lines, the three separate corporations were abolished in the late 1880s.

Merged 12-22-1941 into Erie RR

Aband. Daguscahonda to Dagus Mines after 1900

Toby Mine to Kylers Corners mine, 2.3 miles May 1926

Kyler Run Br. to Eureka mine, 1.4 mile, I.C.C auth. aband. 9-8-1953

Hydes to Kylers Corner, 4.3 miles ICC auth. aband. 9-8-1953

Brockway to Hydes, 6 miles aband. 19 . . 2.6 mi. ab. 8-30-11.

Keystone to Clarion Mine #4 (mine closed 1926) ICC auth. aband. 10-22-1932

Crawford Jct. (connection with B&O) to Johnsonburg aband 105 . (1953?) and used B&O trackage rights.

Pennsylvania & Erie Coal & Ry. Co.

Inc. Jan. 1875 to merge the Pitts, Buffalo & Rochester RR, Brandy Camp RR, and Buffalo, Bradford & Pitts. RR. Not consummated and declared void 3-31-1880.

Pittsburgh, Buffalo & Rochester RR

Inc. No record in Penna. May have been in N.Y. State.

Merged Jan. 1875 into Pa. & Erie Coal & Ry.. Declared void 3-31-1880. No track laid

West Clarion RR

Inc. 7-21-97 Brockwayville to West Clarion Mine, 2.7 miles, Jefferson Co.

Built 1897-98. Also possibly another mile or so to another mine.

No equipment.

Abandoned except some trackage at Brockway 12-8-24 (.9 miles left in) **H.C.C. AUTH. 1-12-24**
Brockport & Shawmut RR approved to be merged into W.C.RR 6-8-36 but not consummated at that time.

Merged into Erie 12-22-1941.

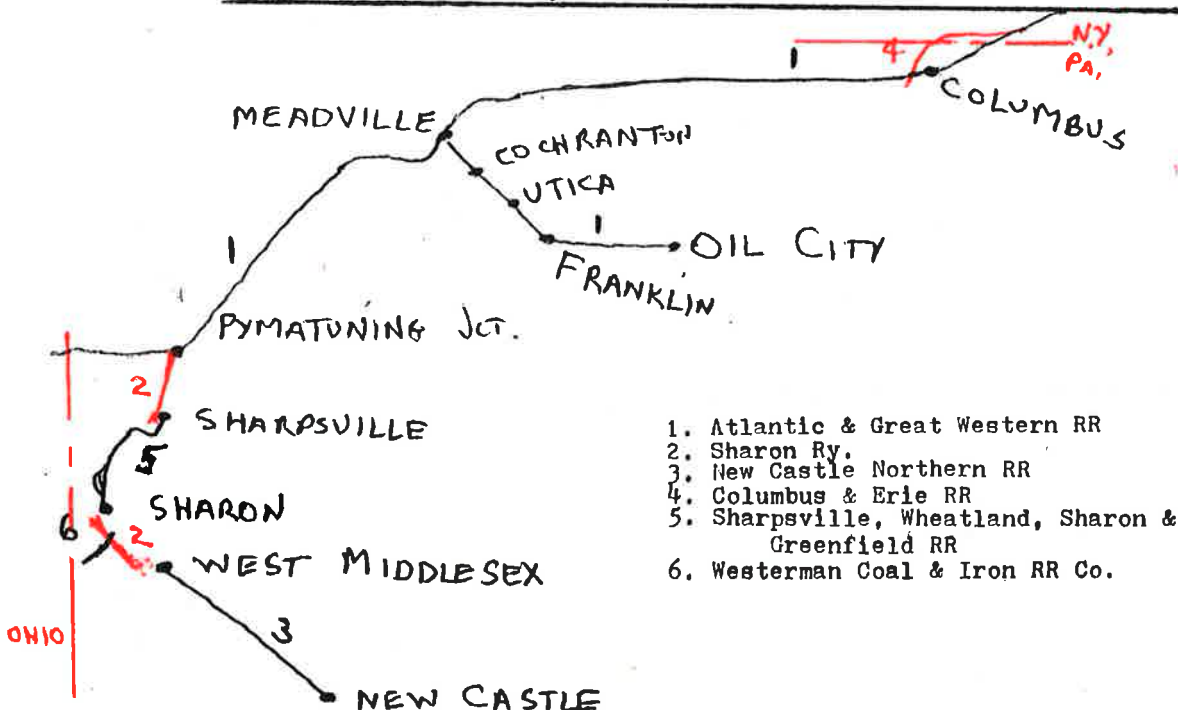
Wilcox & Howard Hill Improvement Co.

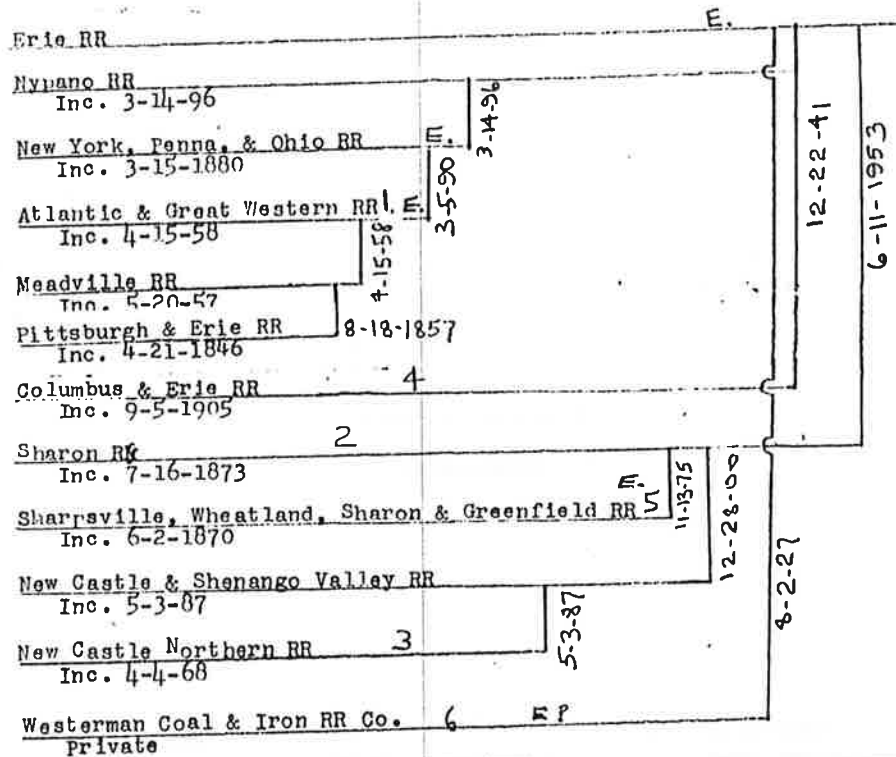
Inc. 4-8-1870 to build a railroad in McKean and Elk Counties from Philadelphia and Erie RR or Allegheny Valley RR. Reynoldsville, Pa. to N. Y. State Line, 9 1/4 miles and Flanders, Elk Co. to Buffalo Bradford & Pittsburgh RR, 20.6 miles.

Not built

Name changed to New York, Lake Erie & Western Coal & RR Co. 6-28-1881.

ERIE RR - Warren, Erie, Crawford & Mercer Counties





Atlantic & Great Western RR Co. of Pa.

Inc. 4-15-58 as renaming of Meadville RR #
 Built Salamanca, N. Y. to Ohio, completed in 1863. In 1865 built from Meadville (Buchanan Jct.) to Franklin and to Oil City, 8 miles in 1866. Authority to build to Franklin not clear as Meadville RR charter did not allow for such a long branch. The Oil City extension built using the Oil Creek RR charter (later Penna. RR) by agreement leased 6-1-1876 Sharon Ry.

A&GWRY. foreclosed July and Aug. 1871 in three states separately and reorganized.

A&GWRY Inc. in Pa. 9-29-1871

A&GW Ry of Pa. & NY merged 11-9-71 as A&GWRY Co. of NY & Pa.

A&GW Ry Co. of NY & Pa. merged with A&GW Ry (Ohio) 11-10-71 to form A&GW RR # A&GW RR Co. of Pa. merged with similar companies in NY and Ohio 10-3-65 to form A&GWRY Had equipment. This was to be the western extension of the Erie RR toward Chicago. Reorg. 3-15-1880 as New York, Penna. & Ohio RR

ICC auth. aband.: 1-11-1982 8.9 miles Utica to Cochranston } REINSTATED 1984 and Pa. RR. Line Oil City to
 2-9-1982 5.8 " Utica to Franklin } BRADY AB.
 2-10-82 8.3 " Meadville to Cochranston }
 6-8-1982 5.1 " Pymatuning Jct. to state line.. This is former Erie main line for frt. trains. (Pass. trains ran via Youngstown)

Columbus & Erie RR

Inc. 9-5-1905

Built 1905-06 Columbus, Warren Co. north to N.Y. State Line near Niobe Jct., 11.6 miles. Intended as a second track of main line to avoid swamp problems on original route. Merged into Erie 12-22-41.

ICC auth. aband. 12-1-1981 9.3 miles Columbus, Pa. to Niobe, N.Y.

Meadville RR

Inc. 5-20-1857 to build from any railroad in Erie County south to Meadville and from there to coal fields in Mercer County. May purchase Pittsburgh & Erie RR. Charter supplement 4-15-1858 renamed the railroad Atlantic & Great Western RR Co. of Pa. Not built. Acq. Pittsburgh & Erie RR 8-18-57

New Castle & Shenango Valley RR

Inc. 5-3-87 as renaming of New Castle Northern Ry, foreclosed 4-8-87., New Castle to West Middlesex. (May have completed construction of this RR)
 Leased to N.Y., Pa. & Oh. 2-8-89
 Merged into Sharon Ry 12-28-1900 No equip.

New Castle Northern RR

Inc. 4-4-1868 to run from Lawrence Jct., Lawrence Co. to New Castle, Middlesex, and Sharpsville, 25 miles.
 Built New Castle to West Middlesex, 16 miles (do not know if all rails laid.)
 Foreclosed 4-8-87 & reorg. as New Castle & Shenango Valley RR 5-3-87
 No equip. Do not know purpose of RR.
 Aband. 13 miles at time Conrail took over April 1976 (??) New Castle to Pulaski.
 Aband. about 8-9 miles 1978-1980 Pulaski to east side of Sharon at Farrill (Feronia)

New York, Penna. & Ohio RR (Pa. company only)

Inc. 3-15-1880 as reorg. of Penna. properties of Atlantic & Great Western RR.
 Merged 8-2-80 with other two NYP&O co's (Oh. & N.Y.) to form N.Y.P.&O. RR
 Leased Sharon Ry. 3-27-83
 Foreclosed 2-26-96 and reorg. 3-14-96 as Nypano RR

Nypano RR

Inc. 3-14-96 as reorgan. of N.Y., Pa. & Ohio RR
 Leased to Erie RR 3-17-96
 Leases Sharon Ry. 1-14-1901 Merged into Erie 12-22-41

Pittsburg & Erie RR

Inc. 4-21-1846 Pittsburg to Erie.
 Suppl. 5-4-54 may transfer its rights to Ohio and Pennsylvania RR south and east of New Castle.
 Suppl. 5-8-1855 may convey its rights to any other railroad besides the O. & P.
 Suppl. 4-22-1856 its route from Mercer County coal fields to Erie may be taken over by and constructed by the Erie and North East RR.
 Suppl. 5-20-57 may purchase Meadville RR
 Suppl. 3-13-61 may transfer its rights to their route in Mercer County and south to Union R.R. Co.
 Sold 8-18-1857 to Meadville RR - only partly graded work Meadville to Geneva, 4 miles, had had any work done.

Sharon Ry.

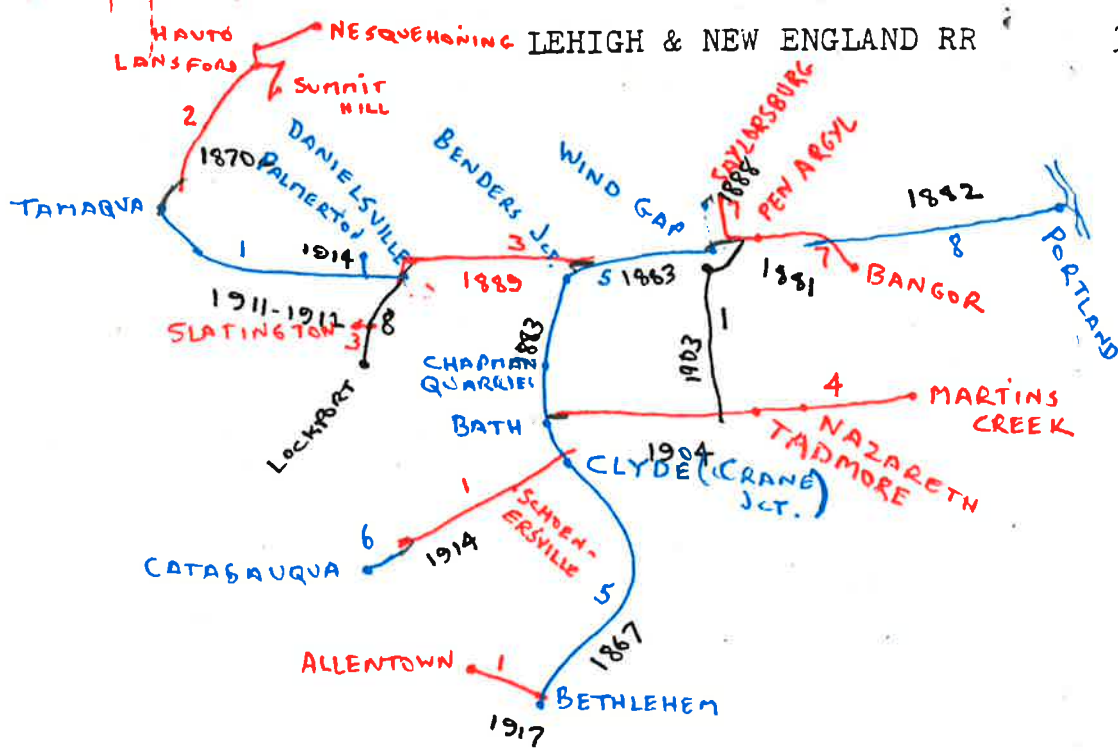
Inc. 7-16-73 Clarksville (Transfer) Station on A. & G.W. RR to Ohio State Line near Hubbard Br. of Cleveland & Mahoning RR, Mercer Co.
 Sharpsville, Wheatland, Sharon & Greenfield RR merged into Sharon Ry 11-13-75 with its 1 1/2 miles from Boyce to Sharpsville
 Built Pymatuning Jct. (A&GW) to Sharon at Westerman Coal & Iron RR Co. 7.9 mi, completed 1877. Built circa 1881 6.9 miles Ferrona (Sharon) to West Middlesex using part of the Sharpsville, Wheatland, Sharon & Greenfield RR.
 Consol. 12-28-1900 the New Castle & Shenango Valley RR into Sharon Ry (West Middlesex to New Castle, 16 miles No equipment
 Leased to A&GW 6-1-76, to N.Y.P.&ORR 3-27-83, Nypano RR 1-14-01. Merged into Erie 6-11-1953
 ICC auth. aband. 4.3 miles of Ferrona Br. This is remainder of line from Sharon/Sharpsville to New Castle and 1.2 miles Hill Branch in Sharon/Sharpsville area.

Sharpsville, Wheatland, Sharon & Greenfield Ry.

Inc. 6-2-1870 to run from Sharpsville, Mercer Co. to Sharon, Wheatland Furnace and branch from Sharon to Greenfield via Keel Ridge and extend main route to Middlesex. Gauge must be at least 4' 4"
 Supplement 3-28-73 allows any gauge less than 4' 10". Built 4 miles of 3' gauge. Built from Westerman Coal & Iron RR in Sharon to Spearman Furnace in Sharpsville and to coal mine in Hickory Twnp and graded some from Sharon to Middlesex. 1 locomotive-unknown
 Merged 11-13-75 into Sharon Ry.

Westerman Coal & Iron RR Co.

Private. Built to deliver coal from Brookfield Coal Co. 1/2 mile west of Pa-OHio state line in Brookfield Twnp to the Westerman Iron Co. furnace in Sharon on Mill Street. Built 1867 or 68 and leased to Erie 4-1-68.
 Although originally intended for bringing coal to the iron furnace, it became the main line for Erie passenger trains in Sharon.
 Property deeded to Erie 8-2-1927. Probably had a locomotive, no data.



Lehigh & New England RR Inc. 4-2-1895	4-2-95	1903	Nov. 1907	1913-14	10-21-1914
Penna. Poughkeepsie & Boston RR Inc. 9--1887					
Penna. Slatington & New England RR Inc. 9-9-1882	9-9-82	1-19-1891	1904	1913-14	10-21-1914
Penna. & New England RR (N.J.)					
Delaware & Slatington RR Inc. 9-9-1881	4-2-86	1-19-1891	1904	1913-14	10-21-1914
Slate Valley RR Inc. 4-28 1886					
Northampton RR Inc. 9-3-1901	1904	1-19-1891	1904	1913-14	10-21-1914
Lehigh & Delaware RR Inc. 1904					
Lehigh & Lackawanna RR Inc. 5-1-1861	1904	1-19-1891	1904	1913-14	10-21-1914
Wind Gap & Delaware RR Inc. 11-24-1880					
Panther Creek RR Inc. 8-14-1913	1904	1-19-1891	1904	1913-14	10-21-1914
Crane RR Inc. 7-28-1905					

- Map Legend:
- #1. L. & N.E. RR
 2. Panther Creek RR
 3. Pa., Poughkeepsie & Boston RR
 4. Northampton RR
 5. Lehigh & Lackawanna RR
 6. Crane RR
 7. Wind Gap & Delaware RR
 8. Slate Valley
- Abandonments Authorised by I.C.C.:
- Slatington to Danielsville 1934
 - Wind Gap to Saylorburg 6-14-1938
 - Wind Gap to Tadmore 7-7-1939
 - Pen Argyl to Wind Gap 11--1948
 - Hauto to Nesquehoning (Op. disc. 1948) 3-26-51
 - Lansford to Summit Hill 7-27-1951
 - Bangor Jct. to Bangor 5-13-1951
 - Portland to Tamaqua except Pen Argyl-Wind Gap 9-26-1961
 - Benders Jct. to Bath 9-26-1961
 - Catasauqua to Shoenersville 9-26-1961

Transferred to L. & N. E. Ry. in 1961;
 Allentown-Bethlehem-Bath-Martins Creek, a mile at Catasauqua, and Tamaqua to Hauto and Clyde to Shoenersville.
 Sold to Erie-Lackawanna RR: Wind Gap to Pen Argyl, 2.8 miles, 10-24-1961.

Lehigh & New England RR

Inc. 4-2-1895 as a reorganization of the Penna., Poughkeepsie & Boston RR, **foreclosed**. Intended to handle hard coal from the CNJ & LV railroads to the Poughkeepsie bridge. With subsequent development of cement industry it handled a large amount of cement and built the Northampton RR to serve the cement industry. In 1960 the cement industry went to trucks and in 1964 the Lehigh Coal & Navigation Co., which owned the railroad, closed its mines which eliminated all hard coal shipments. A sizeable soft coal business was then transferred to the Lehigh & Hudson River RR and the L&NE was abandoned 1962, except for the cement line from Bethlehem-Allentown-Martins Creek and between Hauto and Tamaqua to a coal mine. This became the Lehigh & New England Ry, a subsidiary of the C.N.J. **Operations discontinued 10-31-1961.** **Locomotives - Page 335.**

Built: 1903 Pen Argyl to Tadmore (Northampton Jct.). From Tadmore to just west of Wind Gap was abandoned 7-7-39 and from Wind Gap into Pen Argyl, 2 miles, op. dis. 1946 and abandoned Nov. 1948. Line built to connect the cement industry to Pen Argyl headquarters.

1911-12 Danielsville to Tamaqua, 31.8 miles, opened 7-9-1912 to give L&NE its own route from the LC&N mines to its own line on the east side of the Lehigh River

1913-14 Clyde to Catasauqua, 5.4 miles to serve Empire Steel & Iron Co.

1913-14 Gap to Palmerton, 1 miles to serve New Jersey Zinc Co.

Took over operation Panther Creek RR 12-1-1913

Northampton RR merged 1903-4

Lehigh & Lackawanna RR and Wind Gap & Delaware RR acquired Nov. 1904 (formerly leased to and operated by C.N.J.)

L.N.E.Ry. formed 11-1-1961 (see C.N.J.RR) Allentown to Bethlehem to Bath to Martins Creek and Clyde to Shoenersville, Hauto to Tamaqua. CNJ absorbed 1 mile at Cat-

Crane RR

Inc. 7-28-1905 2.2 miles at Catasauqua where it served as plant facility for Empire Steel

Merged 10-21-1914 into L&NE.

Had its own locomotives. Although not incorporated until 1905, the railroad goes back to the 1870s or 1880s as the Crane Iron Co., having its own locos. Probably inc. to get better freight rate cut from CNJ. **Crane Iron Co. may be successor to Lehigh Crane Iron Co**

6 "Octotaro" 4-4-0 unknown builder. Lettered Crane Iron Co.

1 " " 0-6-0 " " Crane Iron Works

1 " " 0-6-0 **VULCAN 1909 1296**

5 " " 0-4-0 Baldwin 1915 42482

6 " " 0-6-0 " 1907 30660 became L&NE #203

11 " " " 1909 33753 became L&NE #202

12 "Vulcan" " " 1883 6932

12 " " " 1910 35279 camelback. Became L&NE #204 in 1935

13 " " 0-4-0 " 1900 17737 30" gauge

? " " Porter 1903 2835 36" gauge

2 " " Baldwin 1912 37758 became L&NE #201

8 "Comet" 0-4-0 Baldwin 1870 2129 6 tons lettered Lehigh Crane Iron Co

9 "Rocket" " " " 2132 " " " "

Delaware & Slatington RR

Inc. 5-5-1881 Slatington to Delaware River at Portland.

Began construction from Portland (Columbia, N.J.) to Wind Gap.

Reorg. 9-9-1882? as Penna., Slatington & New England

Intended as part of a scheme to haul anthracite coal to New England.

Lehigh and Delaware RR

Inc. 7-6-1904 as reorg. of Lehigh and Lackawanna RR.

Merged into L.&N.E. Nov. 1904

Lehigh & Lackawanna RR

Inc. 5-1-1861 to build from Bethlehem to Stroudsburg. (Poores in one issue says inc. date; earlier issues don't give it and nothing listed in Penna. incorp. records.)

Owned by the Lehigh Coal & Navigation interests.

Leased 1-23-1867 to LC&N and built in that year from Bethlehem to Bath to Chapman Quarries

for slate. Opened 1-1-1868. Operated by C.N.J. until 1904. **Foreclosed 6-4-1904 and reorg.**

Built Chapman Quarries to Wind Gap, 10 miles, in 1883 **as Lehigh & Delaware RR 7-6-1904**

26 Baldwin 2-8-0 1892 CN 12430 Vaucrain compound. Lettered LC&N. **Later L.N.E. #51?**

21 " 4-4-0 " 12435 Lettered LC&N. **Later CNJ #62?**

Northampton RR

Inc. 9-3-1901 by L&NE to build into cement region, Bath to Martins Creek.

Built 1903 Bath to Martins Creek, 19 miles. Merged into L&NE 1903.

In 1961 this line became part of L&NE Ry. Just west of Stockerton where it crossed

LV it served cement plant also served by DL&W spur coming down from Belfast Jct.

After LV track torn up, this cement plant spur of L&NE and DL&W (which connected)

became a connecting branch to Belfast.

Panther Creek RR

Inc. 8-14-1913 to acquire LC&N railroad line connecting their collieries between Tamaqua and Lansford* *** and Summit Hill.** Later, this line extended to Nesquehoning. This rail line built in 1870s, probably soon after Lehigh & Susquehanna built to Hauto and through the tunnel to Lansford. This line was never listed in LC&N reports nor Lehigh & Susquehanna RR which was the railroad "subsidiary (not inc.) of LC&N. The LC&N operated large 2-8-0s on the line, these being similar to L&NE engines acquired at the same time. They were lettered LC&N. The railroad was 8 miles long. In 1913, shortly after L&NE had built its own track into Tamaqua and probably in anticipation of turning the Panther Creek line over to the L&NE, the 8 miles was incorporated as the Panther Creek RR. It was then merged into the L&NE.

Panther Creek RR- L.C.&N.Co. cont.

This was the name in later years of LC&N's line from Tamaqua to Nesquehoning. No locomotives were lettered Panther Creek RR, but they were lettered LC&N. The early engines may have had their numbers intermingled with mine engines.

#6 This engine is also listed as #13, see below.

10	2-8-0	Baldwin	1880	5131	ex Wabash	
11	"	"	1884	7432	became L&NE #8	
12	"	"	1887	8477		
13	4-6-0	"	1872	3001	became L&NE #2	(probably #6 and not 18)
13	2-8-0	"	1889	9786	" "	9
14	4-6-0	"	1873	3260	became L&NE #3	
15	0-4-0	"	1889	10136	became L&NE #1	
26	2-8-0	"	1892	12430	see Lehigh & Lackawanna RR	Became L&NE #51? on 11/10?
27	"	"	1892	12501	Vauclain compount. Became L&NE #52? on 12/11?	
28	"	"	"	12496	"	53

Note: L&NE #51-53 were duplicates ex LC&N of which #53 was ex LC&N #28.

29	2-8-0	"	1903	23132	Sold 1905/6 to L&HR #9	
29	"	"	1906	27685	became L&NE #54	
30	"	"	1903	23729	Sold 1905/6 to L&HR #30	
30	"	"	1906	28388	became L&NE #55	
31	"	"	1904	24128	"	#56
32	"	"	1904	24129	"	#57
33	"	"	1908	32838	"	#58
34	"	"	1908	32839	"	#59
21	4-4-0	"	1892	12435	see Lehigh & Lackawanna RR	Sold to CNJ #62?

Penna., Poughkeepsie & Boston RR

Inc. 9-87 as reorg. of Penna, Slatington & New England operating from Slatington to Pine Island, N.Y.

Built 1889 Slatington to Slate Valley RR near DANIELSVILLE TO Benders Jct., opened 1-1-90.

Also built .8 miles Howerton Jct. to Howerton in 1890

Foreclosed 12-14-1894 and reorg. 4-2-1895 as Lehigh & New England RR.

Aband. Slatington to Danielsville in 1934

This road was leased to the Phila. & Reading in Jan. 1892 but became part of L&NE when Rdg. went into bankruptcy. However, all locomotives went to P. & R.

1	Rogers	1889	4-4-0	4112	Sold P&R #1200	
2	"	"	"	4119	Dec. 1894	1201
3	"	"	"	4146		1202
4	"	"	"	4150		1203
5	"	"	"	4161		1204
6	"	"	"	4162		1205
7	"	"	"	4163		1206
8	"	"	"	4220		1207
9	"	"	2-6-0	4221		1208
10	"	"	"	4222		1209
11	"	1890	"	4287		1210
12	"	"	"	4288		1211
13	Baldwin	1890	2-6-0	11089		1212
14	"	"	"	11093		1213

USED SLATE VALLEY RR FROM NEAR WALNUTPORT TO NEAR DANIELSVILLE.

Pennsylvania, Slatington & New England RR

Inc. 9-9-1882 as consolidation of Delaware & Slatington RR and Penna. & New England RR (inc in 1880 as reorg. of Boston & South Mtn. RR inc. 1873 in N.J.)

Built 1882 Portland to Wind Gap, 12 miles

Had locomotives: Bankrupt 6-9-85. Reorg. 9--87 as Pa., Poughkeepsie & Boston RR

1	Rogers	1882	4-4-0	3042	Sold 1886 to Quincy, Missouri & Pacific RR
---	--------	------	-------	------	--

Slate Valley RR

Inc. 4-28-1886 Lockport to Peach Hill, Northampton Co., 5 miles, OPENED 1887

Merged 1-19-1891 into Penna., Pough. & Boston RR who tore up 1-1/2 miles Lockport to Jct with P.B.'s NEW LINE INTO SLATINGTON.

Wind Gap & Delaware RR

Inc 11-24-1880 and built 1881 Wind Gap to Pa., Slatington & New England RR, 1.3 miles and from PS&NE to Bangor, 3.6 miles. Built Wind Gap to Saylorsburg (Lake Poponoming), 6 miles in 1888. ICC AUTH Aband 6-14-1938

Operated by Lehigh & Lackawanna RR (CNJ). Merged Nov. 1904 into L&NE RR but continued to be operated by CNJ until 2-1-1905.

Inc. to run from Pen Argyl to Stroudsburg, 17 miles.

L. & N. E. LOCOMOTIVES

L&NE initially used PP&B but these went (gradually?) to Phila. & Rdg. and were replaced. In 1905 LC&N acquired control & renumbered some.

1?	"Helen"	2-4-4	inspection loco. Wrecked 1905
1?	0-4-0	Baldwin	1889 10136 ex LC&N #15
2	4-4-0W	Rogers	1897 5182. Ren. 5, 1904
2	4-6-0	Baldwin	1872 3001. ex LC&N #6 or 13.
3	4-4-0W	Rogers	1897 5183 Ren 6, 1904
3	4-6--0	Baldwin	1873 3260 ex LC&N #14
4	4-6-0	Baldwin	1861 992 ex CNJ #202, acq/ 9-1900
4	0-6-0	Baldwin	1895 14595 ex Allentown Iron Works #8, acq. 1904-5
5	4-6-0	Cooke	1901 2709 Not Delivered. Resold Ft. Worth & Rio G. #200
5	ex #2,	1904	Sc. 1926
6	4-6--0	Cooke	1901 2708 Rbt to 2-6-0. Ren. #??
6	ex #3,	1904	Sc. 1927

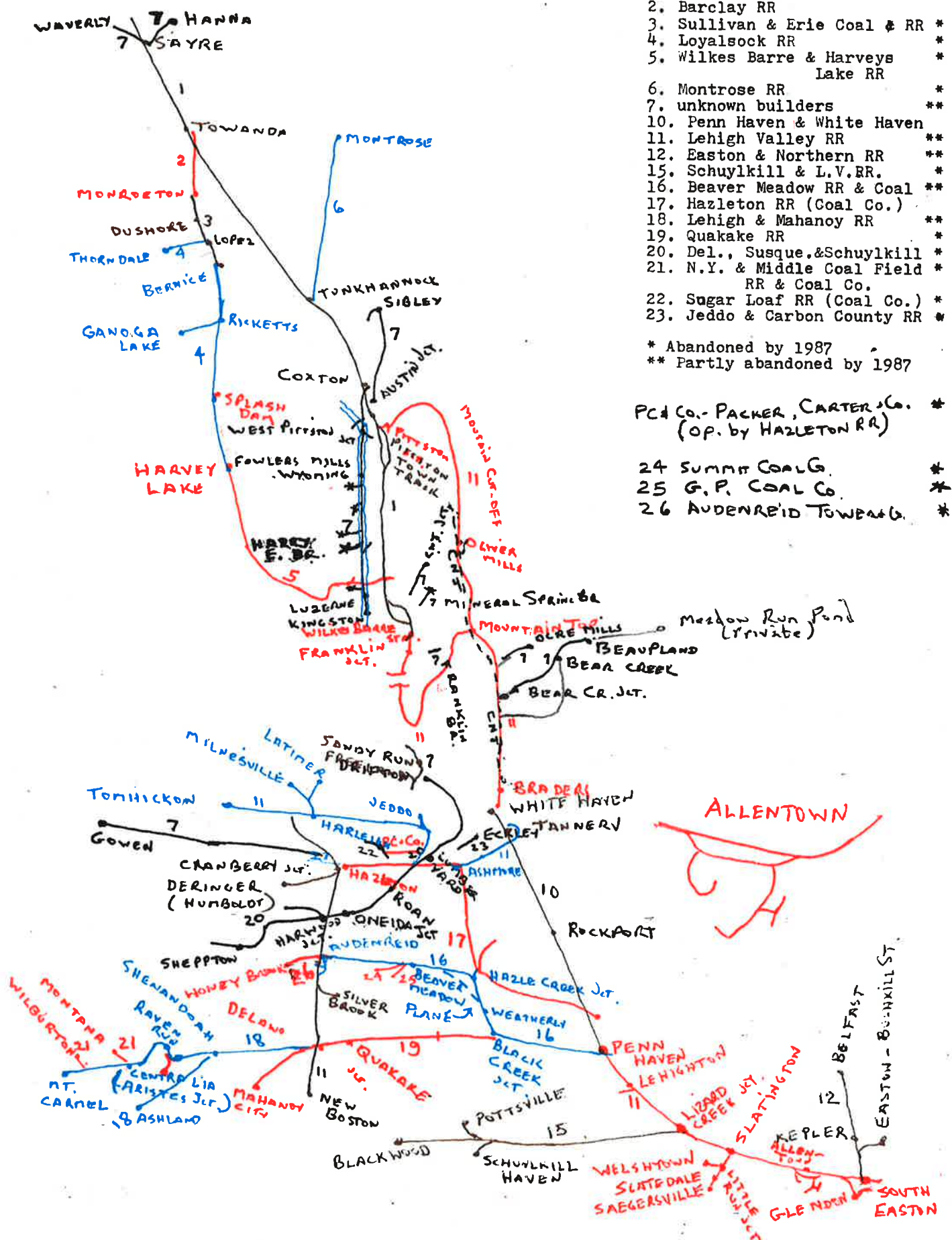
7	2-8-0	Altoona		ex Pa. cl.H 1. Ren. 12 & rbt. to camel-back with new Baldwin boiler, Feb. 1903.
7	2-6-0	ex #6???		in use 1923.
8	2-8-0	Altoona		ex Pa. cl.H-1. Ren. 13
8	2-8-0	Baldwin 1884	7432	ex LC&N #11
9	2-8-0?	Baldwin 1889	9786	ex LC&N #13
10	2-8-0?	"		
11	"	"		
12	ex #7	"		
13	ex #8	"		
14	not used?	"		
15	Bald.	2-8-0	1904	23886
16	"	"	"	23919
17	"	"	"	23932
18	"	"	1905	26354
19	"	"	"	26355
20	"	"	"	26356
21	"	2-8-0W	1906	28542
22	"	"	"	28543
23	"	"	"	28959
24	"	"	"	29028
25	"	"	"	29029
26	"	"	1908	32832
27	"	"	"	32834
28	"	"	"	32835
29	"	"	1910	35562
30	"	"	"	35563
31	"	"	"	35564
32	"	"	1911	37100
33	"	"	"	37101
34	Bald.	"	1911	37067
35	"	"	"	37068
36	"	"	1913	39084
37	"	"	"	39085
38	"	"	"	39086
39	"	"	"	39087
40	"	"	"	39088
41	"	"	"	40961
42	"	"	"	40962
43	"	"	"	40963
44	"	"	"	40964
45	"	"	"	40965
46	"	"	"	40966
51	"	"	1892	12430? ex LC&N #26?
52	"	"	"	12501? ex LC&N #27?
53	"	"	1892	12496 ex LC&N #28
54	"	"	1906	27685 ex LC&N #29
55	"	"	"	28388 ex LC&N #30
56	"	"	1904	24303 ex LC&N #31
57	"	"	"	24304 ex LC&N #32
58	Bald.	"	1908	32838 ex LC&N #33
59	"	"	"	32839 ex LC&N #34
101	Bald.	0-8-0W	1913	39189
111	"	"	"	41069
112	"	"	"	41070
113	"	"	"	41071
114	"	"	1915	41103
115	"	"	"	42104
116	"	"	1916	42921
117	"	"	"	42922
118	"	"	"	42923
119	"	"	"	42924
120	"	"	1927	60159
121	"	"	"	60160
122	"	"	"	60161 last camelback locomotive ever built
131-133	"	0-8-0	1927	6024-6
134-136	"	"	1931	61601-3
151	ex #32,	2-8-0W		
152	ex #33,	"		
153	Bald.	"	1913	40967
154	"	"	1916	43005
199?	Bald.	0-6-0T	1869	2042 ex CNJ #254, acq. 1899/00 ???
201	"	0-4-0T	1912	37758 ex Crane RR #2
202	Bald.	0-6-0	1909	33753 ex Crane RR #11
203	"	"	1907	30660 ex Crane RR #6
204	Bald.	0-6-0W	1910	35279 ex Crane RR #12
205	WALTON	0-6-0T	1911	1731 ex ALMA PORTLAND CEMENT CO. VULCAN
206	Bald	0-6-0	1931	61635
207	"	"	1936	61922
301-307	Schen.	2-8-0	1922	63279-82
305-307	"	"	1923	64397-99
401	Baldwin	2-10-0	1927	60158
402	"	"	"	60157
403	"	"	1931	61604
404	"	"	"	61605
501	Juniata	2-8-2	1915	2934 ex Pa. 1318
502	"	"	1916	3108 " 190
503	Juniata	"	1918	3417 " #1719, 1941
504	Baldwin	"	"	49849 " 1986
601	Whitcomb	"	1947	60458 410 hp ex U.S. Army
611-616	Alco	"	1948	1000 hp
651-663	Alco	"	1949	1500 hp R.S.
701-710	Alco	"	1948	Road A unit
751-753	Alco	"	"	B unit

64397-9

SEE APPENDIX 5

76174, 76612-3, 77127-9.
 76647, 77536-7, 77556-7, 77852-8
 77867-8, 76873-6
 75983-6, 76258-60, 76840.
 76285-6, 76873

75739-46,



- 1. Penna. & N.Y. Canal & RR
- 2. Barclay RR
- 3. Sullivan & Erie Coal & RR *
- 4. Loyalsock RR *
- 5. Wilkes Barre & Harveys Lake RR *
- 6. Montrose RR *
- 7. unknown builders **
- 10. Penn Haven & White Haven **
- 11. Lehigh Valley RR **
- 12. Easton & Northern RR **
- 15. Schuylkill & L.V. RR. *
- 16. Beaver Meadow RR & Coal **
- 17. Hazleton RR (Coal Co.) **
- 18. Lehigh & Mahanoy RR **
- 19. Quakake RR *
- 20. Del., Susque. & Schuylkill *
- 21. N.Y. & Middle Coal Field RR & Coal Co. *
- 22. Sugar Loaf RR (Coal Co.) *
- 23. Jeddo & Carbon County RR *

* Abandoned by 1987
 ** Partly abandoned by 1987

PC & Co. - PACKER, CARTER & Co. *
 (Op. by HAZLETON RR)

- 24 SUMMIT COAL G. *
- 25 G. P. COAL Co. *
- 26 AUDENREID TOWNSHIP *

ALLENTOWN

H

BELFAST
 EASTON - BUNHILL ST.
 SOUTH EASTON

Lehigh Valley Railroad

CONRAIL

Lehigh Valley RR Inc. 1-7-1853									4-1-1976
Del., Lehigh, Schuylkill & Susq. Inc. 4-21-1846	7-53								
Beaver Meadow RR E. Inc. 4-7-1830		7-8-64							
Penn Haven & White Haven RR E. Inc. 5-4-1857			8-5-64						
Lehigh & Mahoning RR E. Inc. 11-11-1862				6-30-66					
Quakake RR Inc. 4-25-1857									
New York & Middle Coal Fields RR & Coal Co. Inc. 5-2-1855									
Coal Run Improvement Co. Inc. 3-11-1851			5-2-1855						
Hazleton Coal Co. RR E. Inc. 3-18-1836									
Sugar Loaf Coal Co. inc. 4-16-38 E									1844
Lehigh Luzerne RR Inc. 4-8-1857									
Lehigh & Luzerne RR Inc. 2-12-1856			4-8-57						
Jeddo & Carbon County RR Inc. 3-23-1854									
Pennsylvania & New York Canal & RR E Inc. 3-20-1865									
Montrose RR E LEASED 1-1898 Inc. 4-5-1869									
State Line & Sullivan RR E. LEASED 5-1-1884 Inc. 12-4-1874									
Sullivan & Erie Coal & RR Co. E Inc. 3-23-1865									12-4-74
Loyalsock RR Inc. 12-3-1884									LEASED 1892
Wilkes Barre & Harveys Lake RR Inc. 9-24-1885									9-2-1904
Schuylkill & Lehigh Valley RR LEASED 1890 Inc. 10-9-1886									
Easton & Northern RR LEASED 1903 Inc. 5-28-1889									
Delaware, Susquehanna & Schuylkill RR LEASED Oct. 1905 E. Inc. 4-14-1890									
Susquehanna & New York RR sold Towanda to Monroeton to LV Inc. 1902									in 1942
Barclay RR 1902									
West Pittston-Exeter RR E (see Luzerne County railroads) Inc. 7-16-1925									

3-1974
 12-31-1949
 12-31-184
 3-1974

E - Owned equipment

Additional information:
 The Railroads of Pennsylvania by Roger Saylor
 Lehigh Valley RR by Robert Archer
 R&LHS Bulletins #109, 110

Lehigh Valley RR

Inc. 1-7-1853 as renaming of Delaware, Lehigh, Schuylkill & Susquehanna RR. Intended to compete with the Lehigh Coal & Navigation Co. for moving coal from Hazleton-Reaver Meadows area. Subsequently built by subsidiary or by its own corporation numerous coal lines. Extended to Wilkes Barre to tap coal fields in Luzerne County, and to Waverly to give western outlets for coal. Hard coal rapidly declined in late 1940s. Bethlehem Steel Co. at Bethlehem provided a large percentage of its tonnage in 1950s and 1960s for iron ore from Buffalo and Erie and soft coal. Source of ore changed in 1960s to Pennsylvania and foreign. Railroad merged into Conrail 4-1-1976. Leased to Penna. RR 4-11-1962

Charter supplements: 3-8-1856 may build Easton to Mahoning Creek above Lehigh Water Gap and continue to Little Schuylkill Navigation RR near Tamaqua. 4-3-1866 L.V. track laying begun under charter of Penn Haven & White Haven RR and may connect with Penna. & New York Canal & R.R. Co.

Built: Mauch Chunk to Parryville on old washed out Beaver Meadow RR grade. Mauch Chunk to New Jersey at Belevidere & Delaware RR opened 9-12-1855. Connected at Mauch Chunk with Beaver Meadow RR. Mauch Chunk to Wilkes Barre opened 5-29-1867. Saegersville branch built probably in 1870s, 3 mi. quarry. Mountain Cut Off from Mountain Top to Pittston Jct. opened Nov. 1888. Hazleton to Delano, 15 mil and New Boston Jct. with Pa. RR to give thru route Reading-Tottsville-Delano-Hazleton opened Nov. 1886. Jeddo & Carbon County RR connection to Tomhickon to connect with Pa. RR built 1871. Hays Creek Br., Ashmore to Tannery, 12 miles, opened 12-26-1911. ~~Wilkes Barre to Lackawanna & Bloomsburg RR, 9.6 miles 9-23-1867.~~

Aband. Mountain Top to Wilkes Barre after pas senger service discontinued, 1967-68. Acquired CNJ lines in Pennsylvania not yet abandoned 4-1-1972.

Beaver Meadow RR leased ?, merged 7-8-1864

Penn Haven & White Haven RR leased 1864? merged 8-5-1864

Lehigh & Mahoning RR leased ?, merged 6-30-1866

Hazleton Coal Co's RR leased ?, merged 5-25-1868

Penna. & New York Canal & RR Co. leased D.C. 1888, merged 12-31-1949

Montrose RR leased 1-1898, merged 12-31-1949

State Line & Sullivan RR leased 5-1-1884, merged 12-31-1949

Loyalsock RR leased 1892, merged 12-31-1949

Schuylkill Haven & Lehigh Valley RR leased 1890, merged 12-31-1949

Easton & Northern RR leased 1903, merged 12-31-1949

Delaware, Susquehanna & Schuylkill RR leased Oct. 1905, merged 12-31-1949

ICC auth. 8-11-1948 for LV to operate new piece of track .6 mile long from Hazleton south east to proposed plant of Electric Auto-Light Co.

Aband. of main line:

ICC auth. 12-28-1965 Mountain Top to Oliver Mills (Laurel Run), 6 miles (will use parallel CNJ track); Franklin Jct (between Wilkes Barre and Ashley) to Braders (called Fraser on CNJ. 2½ miles north of White Haven where CNJ and LV crossed) 26 miles. LV to use CNJ track. This 26 mile route included no longer used passenger line into Wilkes Barre. Pass. service disc. Feb. 1967. However, rack not removed from Braders to Gracedale (a mile from Mountain Top)

ICC auth aband at same time, 12-28-1965 Daneker quarry branch. Location unknown.

" 2-25-1982 Catasaqua to Lehighon, 21.3 miles. Track removed about 1986. (With this abandonment only portion of LV main line is from N.J. state line to Catasaqua, Lehighon to Braders (above White Hazen), and from Oliver Mills to Pittston to Sayre and Waverly, N.Y.)

Abandonment of miscellaneous lines:

ICC auth. aband. 6-7-1971 1.6 miles Mahoning Creek Br. in boro of Lehighon.

" 7-13-1984 10.1 miles @Lehighon and Ironton cluster" including at Catasaqua m.p. 96.6 to 98.0 (former LV main line) This trackage also includes possibly part of former Ironton RR.

Abandonment of trackage at Allentown:

ICC auth. aband. 12-22-1981 Traylor Branch between Burn and Barber Quarry Br. 1.5 mile

" 6-13-1984 Barbers Quarry Branch, m.p. 95.1 Little Lehigh Creek to end at Hamilton St.

" 1-22-1982 3.4 miles West End Branch, m.p. 93.5 and 13th St.

" 2-25-1982 1.3 mile Allentown spur between Airport Rd and Union Blvd.

Aband. of track at Easton:

ICC auth aband. 2-9-1982 2.1 mile Glendon to Hellertown Rd.

Aband. of branch at Slatington:

ICC auth. aband. 4-28-1944 Slatedale to Little Run Jct. 1.1 mile and 1.4 mile of Welshtown Br. from m.p. 110.1 to end of line.

" 2-15-1950 Little Run Jct. 1.1 mile toward Slatington. The Reading Ry had used it for pass. trains until 1949 between Reading and Slatington.

" 9-24-1951 .7 mile Welshtown Br.

" 4-11-1966 final 1.1 miles from Slatington to end of line.

In 1954 may have torn up 1.1 miles from end of line outside of Slatington toward Little Run Jct.

PASSENGER
SERVICE DISCONTINUED
1961

Abandonment of branches built by L.V.RR cont.

Aband. of coal branches Middle coal field district (Hazleton area):

- ICC auth. aband. 6-24-1979 Humboldt Br. from Cranberry Colliery Br. to end .2 mile and Cranberry Colliery Br. from colliery to city line of Hazle on, .7 mi.
 " 10-6-1971 1.1 mile Duplan silk mill branch at Hazleton
 " 8-6-1984 West Hazleton m.p. 152.9 to 153.8
 " 9-19-1963 14.1 miles Tannery to Ashmore.
 " 7-17-1961 1.8 mile Latimer Br. mine #4 and .3 mile Lattimer Br. mine #3
 " unknown date but between 1955 and 1977 Raven Run to northside of Girardville. (This line running off Lehigh & Mahanoy RR was built after 1890 by LV with switchback to mines.)
 " 6-2-1983 10.1 miles York Jct. (south of Hazleton) to Delano. Subsequently sold to Mahanoy & Hazleton RR. See Luzerne County railroads.

Abandonment of branches built by unknown companies:

- ICC auth. aband. 6-16-1936 Bear Creek Branch 11.3 miles from Bear Creek Jct. to Beaupland. (Built in 1888 for ice which comprised all traffic.)
 " 12-17-1951 1.4 miles Austin Branch in Old Forge Boro, north end.
 " 10-10-1967 4.4 miles Austin Branch, Austin Jct. (near) to Sibley Jct. (NYO&W)
 " 9-14-1983 4.0 miles Kingston to Wyoming
 Sold 1983 to Pocono & Northeast RR: From jct. with CNJ near CNJ Franklin Br. in Ashley/W.B. thru Wilkes Barre center and up along the river thru Pittston to Plymouth Jct. (with DL&W and Conrail); trackage rights thru Coxton from Conrail; bridge and line thru West Pittston to Wyoming (and connection built to DL&W); branch to Harry E. Breaker; .4 mi; about 1 mile former Bowmans Creek Br. in Luzerne; short piece in Kingston (after building connection from DL&W); former West Pittston Exeter track about .9 mi from its jct. with LV line.
 Ab. 7-18-1949 1.2 mile Ocre Mills branch from Moosehead Jct.
 " 1-26-1950 .7 mile of Freeland Br - exact location unknown.
 " 5-21-1951 .6 mile at Freeland on Sandy Run Br.
 " 10-28-1971 2.0 miles Drifton to Freeland (1.2 miles) and .7 miles South Heberton Br. from end Freeland Br. to Freeland.
 " 4-15-1981 9.1 mile Harleigh Jct. to Gowen Colliery. Subsequently sold to Sugar Loaf & Hazleton RR. (See Luzerne County RRs).

AUDENREID TOWER & CO. SEE APPENDIX #5Beaver Meadow RR

- Inc. 4-7-1830 Beaver Meadow coal fields to Lehigh River at a point above Mauch Chunk and to cross the Lehigh River. Also, from Beaver Meadow coal fields to Little Schuylkill River to any point where it can connect with a railroad up the Little Schuylkill River but may not interfere with the railroad incorporated to build up the East Branch of Schuylkill, called Little Schuylkill.
 Suppl. 4-15-1835 May construct RR from Mauch Chunk or from landing of the Room Run RR down the valley of the Lehigh River to points now authorized.
 Suppl. 3-4-1850 allowed to sell more stock so that H rail could replace strap rail
 " 3-20-1849 said RR could extend to Easton if Del., Lehigh, Schuylk & Susq. didn't build.
 " 3-15-1853 may relocate track Beaver Meadows to Weatherly to eliminate plane.
 " 4-15-1857 may extend to Hazle Twp, Luzerne Co. and Rush & Union Twnps in Schuylkill and may buy existing coal companies. (Hazleton)
 Built 12 miles from Penn Haven, Lehigh River, to mines near Jeansville in 1836 and 1/4 mile to Weissport along Lehigh River under construction. Opened 11-5-1836. First RR in L.V to have steam loco., Parryville to Penn Haven to Beaver Meadows.
 Aband. after 1841 washout, Mauch Chunk to Parryville. Line destroyed by flood, Weatherly to Penn Haven Sept. 1850 and not replaced until 1851.
 Extended Beaver Meadows to Audenreid, 3 or 4 miles prior to 1863.
 Merged into L.V. 7-8-1864
 Aband. Hazle Creek Jct. to Beaver Meadows 1938

ICC auth. aband. 7-3-1962 2.1 miles Beaver Meadows Br. from ^{east end} ~~Weatherly~~ west; Beaver Meadows colliery branch .3 miles, .6 miles of other colliery branches and .6 mile Evans Colliery Branch.

Aband. 1968-1972? Audenreid east to end of branch near former Beaver Meadows.

This was the first predecessor company of the LV to have a locomotive. Road was opened in 1836 and merged into LV in 1864. Served coal mines.

"Samuel D. Ingham"	4-2-0	60"	10"x20"	Garrett & Eastwick	1835/36
"Elias Eley"	"	"	"	"	"
"Quakake"	"	"	"	"	1836-37
"Beaver"	4-4-0	"	"	"	1837
"Hercules"	4-4-0	"	"	"	"
"Nonpareil"	0-6-0	"	"	B.M.R.R. Shop	1838
"Mountaineer"	"	52"	15"x20"	?	1854 (1)
"North Star"	"	54"	13"x24"	Weatherly Shop	1854 (2)

(1) Probably ex Danville & Pottsville RR "Mountaineer" built by Eastwick and Harrison in 1838/39, 4-2-0, 6 tons. Was sold in 1842 and leased to Philadelphia and Columbia RR, and then, presumably, to Beaver Meadows RR.

(2) Probably ex Danville & Pottsville RR "North Star" built by Eastwick and Harrison in 1838, 4-2-0, 6 tons. Sold in 1868 by B.M.RR to Bethlehem Iron Co. (probably for scrap)

BECAUSE HAZLETON COAL CO'S RR NORTH OF WEATHERLY WAS ALONG THE CREEK & THE B.M.RR BUILT A PLANE WEST NORTHWEST OUT OF WEATHERLY TO TOP OF MTN!

Beaver Meadows RR locomotives cont.

None of the engines were absorbed into the L.V. RR roster.

7	Susquehanna	4-4-0	Phila & Rdg	1848	60"	14x24	Later LV #6. Sc. 1877
8	Defiance	0-8-0	Niles	1855	44"		Bought at foreclosure in 1857 from Coal Run Improvement Co. LV #19. Sc. 1881
9	Champion	0-8-0	Niles	1855	44"		Bought at foreclosure in 1857 from Coal Run Improvement Co. LV #20. Sc. 1880
Note: #8 & 9 had four cylinders, two inside and two outside, with power delivered to a smooth center rail (as built).							
11	Mountaineer				52"	15x20	Bought 1854 (1)
10	North Star				54"	13x24	" (2)
12	Amazon	0-8-0	Baldwin	1855	647	42	16x20 22 tons
13	James M. Porter	"	"	"	652	"	" "
14	Orinoco	"	"	"	656	"	" "
15	La Plata	"	"	1856	695	"	" 22
16	Colorado	"	"	"	697	"	" "
17	Paraguay	"	"	"	702	"	" "
18	Alps	"	"	1857	748	"	17x20 25 LV #17. Rbt. 0-4-0 Sc. by #69
19	Atlas	"	"	"	750	"	" 16 " " #72
20	Messenger	4-6-0	"	1862	1103	48	18x22 28 " 34 Sc. by 1886
21	Mercury	"	"	"	1104	"	" 35 " "
22	Meteor	"	"	1863	1114	"	" 36 Sc. by 1891
23	Vulcan	"	"	1864	1256	54	" 41 Sc. 1873
24	Neptune	"	"	"	1265	"	" 42 Sc. by 1891
25	Tuscarora	"	"	1865	1333	"	" 45 Sc. by 1892
26	Algonquin	"	"	"	1345	"	" 46 Sc. by 1876

Note: All Baldwin 0-8-0s were flexible beam truck
 Note: #25 and #26 arrived after railroad had been acquired by the LV. They retained their names but may never have been painted RM and numbered 25 & 26

Central RR of New Jersey

When railroad discontinued operations in Pennsylvania, the CNJ trackage was taken over by the LV on 4-1-1972. This included main line from N.J. state line to Lehighon, Fraser Jct. (Braders, above White Haven 2 miles) to Oliver Mills (Laurel Run) on back track between Penobscot and Ashley.

Coal Run Improvement Co.

Inc. 3-11-1851 to own coal land in Coal Twp, Luzerne Co. but own no RR. *Ordered 2 locos.*
 Renamed 5-2-1855 New York & Middle Coal Field RR & Coal Co.
CRANBERRY COAL CO. SEE ADDENDA #5
 Delaware, Lehigh, Schuylkill & Susquehanna RR

Inc. 4-21-1846 Easton-Allentown-Carbon County above Lehigh Water Gap-Tamaqua, or a point on Little Schuylkill Nav. RR & Canal Co.; branch along Lehigh River to Beaver Meadows RR. Suppl. 1-7-1853 name changed to Lehigh Valley RR. Had built no track

Delaware, Susquehanna & Schuylkill RR

Inc. 4-14-1890 by Coxe Bros. to serve their coal mines at Shepton. Built 29 miles from Drifton on CNJ to Oneida Jct. (LV) to Shepton. Opened 2-15-1892. Had own locos. Coxe Bros. formed 1865 and this gave them their own RR to haul their coal. Stock sold to L.V. RR Oct. 1905 and merged into LV **12-31-1949**. Had locos.

ICC auth. aband. 6.27-1960 6.5 miles near Harwood Jct. to Oneida (Shepton)

- Aband. prior 1955 1 mile Shepton to Oneida.
- Aband. Harwood Jct. to Oneida Jct. c. 1976
- " Oneida Jct to Lumber Yard (Stockton) prior 1968
- " Lumber Yard to near Jeddo " "
- " near Jeddo to Drifton prior 1968.

1							
2	2-8-0	Baldwin	1891	11811			LV #606
3	"	"	"	11008			607
4	2-6-0	"	"	12375			1702
5	"	"	"	12377			1703
6	"	"	1892	12410			1704
7	"	"	"	12411			1705
8	"	"	"	12868			1706
9	"	"	"	12874			1707
10	"	"	1893	13337			1708
11	"	"	"	13338			1709
12							
13							
14							
15							
16	2-8-0	"	"	13783		690	
17	4-4-0	"	"	13786			Sold to NYS&W #29, 1902
18	2-6-0	"	1894	13979		1904	
19	"	"	"	13980		1905	
20	"	"	"	13982		1906	
21	"	"	"	13983		1907	
22-27	"	"	"	13984-89			Resold before delivery to LV #700-705 because DS&S probably wanted a locomotive larger than 2-6-0.
22	2-8-0	"	"	14038		608	
23	"	"	"	14039		609	
24	"	"	"	14040		610	
25	"	"	"	14041		611	
26	"	"	"	14042		612	
27	"	"	"	14045		613	
28	"	"	"	14046		614	
29	"	"	"	14047		615	

342. LEHIGH VALLEY RR
DIAMOND COAL CO SEE ADDENDA 75

Easton & Northern RR
 Inc. 5-28-1889 Easton to Ashland. Opened 8-23-1890 Easton to Belfast, 8.1 milrs.
 Extended 1896 around Easton and across river to LV RR, 4 miles, at South Easton
 Intended to give Bangor & Portland RR connection to Easton. Leased to B&P 8-1-1893
 to 7-31-1903 and then acquired by L.V.RR to give access to cement industry.
 Merged into L.V. 12-31-1949. Had locomotives 1890-1893.
 ICC auth ab. 10-18-1967 Bushkill Street br. in Easton, .8 mi.; 3-8-1982 Belfast Jct.
 to Kepler's Mills, 5.0 mi; 6-13 1984 Keplers Mills toward Easton 1.9 miles. This
 left 4 miles of branch in. However, only track removed was from Belfast Jct. to
 L&NE crossing. In 1986 re-activated track from L&NE south and disc. operation
 over bridge from South Easton and up to 25th St.

G.P. COAL CO. SEE PAGE 72.
 Hazleton Coal Co. (Hazleton RR)
 Inc. 3-18-1836 in Sugar Loaf Twnp, Luzerne Co. and Lausanna Twnp in Northampton Co.,
 2000 acres and may construct RR near headwaters of Cranberry and Hazle Creeks to Beaver
 Meadow RR.
 Supple. 3-18-1851. Company now laying RR track from mouth of Hazle Creek to Penn Haven.
 Connects with Beaver Meadow RR at Weatherly.
 Suppl. 3-29-1857. Planes inadequate for increasing traffic and so may build a new RR
 from Penn Haven to their RR below Hazle Creek bridge.
 Built 1837 Hazleton to Weatherly. Built 1851-52 Weatherly to Penn Haven on top of
 the mountain and planes down to the river. Aband. 1878.
 Branches listed in 1868 (locations unknown but around Hazleton) Clifton, 3.7
 miles, Ashburton 3.4 miles, Mt. Hall .6 mile. One of these may have been Buck
 Mountain Br.
 Arto Pardee leased operated until 1868. Merged into LV 5-25-1868.
 Built 1862 branch from Hazle Creek Jct., north east to Buck Mountain Coal Co.'s
 Spring Mountain Mine, 3 1/2 miles.

"Lehigh" 4-2-0	Garrett & Eastwick	1838	
"Hazleton "	"	1838	
"Schuylkill "	"	1839	
"Hercules" 4-4-0	"	1839	(sometimes listed as Beaver Meadow RR)

It is not known what locomotives were acquired until 1856 except for one.
 CN Dr. Cyl.

"Franklin" 0-6-0	Baldwin	1846	266			
Wyoming 4-4-0	Hazleton	1856	44"	16x22	LV #101	Sc. by 1870
Oneida "	"	"	"	"	102	1887
Cayuga "	"	"	"	17x22	105	1870
Seneca "	"	1857	"	16x22	18	1874
Ontario "	"	"	"	17x22	104	1876
Champlain "	"	1859	"	"	106	1876
Huron "	"	1861	"	"	107	1871
? 0-6-0	"	"	"	13x22	158	1870
Oswego "	"	"	"	"	108	1891
Superior "	"	"	"	14x22	109	1905
Erie 4-4-0	"	1862	"	13x22	110	1883
(Note. LV record possibly wrong because cylinder size indicates an 0-6-0)						
Geneva 0-6-0	"	"	"	14x22	111	1883
Hudson "	"	1863	"	"	112	Sc. 1911
Active "	"	1864	"	13x22	115	Sc by 1905
Agile "	"	"	"	"	116	1905
Eckley "	"	"	48	"	705	1905
Idaho 4-6-0	"	1867	44	14x22	121	Sc. 1905
Lark "	"	1863	54	17x24	113	Sc by 1887
Dexter "	"	1864	"	"	117	1891
		1865	"	"	118	1890

Jeddo & Carbon County RR
 Inc. 3-23-1854/Black Creek to Lehigh River or connect with Beaver Meadows RR
 Along the
 Suppl. 3-16-1855 May tunnel Council Ridge Mountain about 200 yards to reach coal land on
 north side.
 Supply. 2-12-1856. May extend to Lehigh & Susquehanna RR and extend a branch down Big and
 Little Black Creeks to coal lands. Company may change its name to Lehigh & Luzerne RR.
 Built Lumber Yard (Ashmore) on Hazleton RR to Eckley to Jeddo. Had switchback over mtn.
 1855. Abandoned after 1973 (1976?).

Lehigh & Luzerne RR Act. 2-12-1856 allows name of Jeddo & Carbon County RR to be changed
 to L&LRR
 Suppl. 4-8-1857 renamed Lehigh Luzerne RR, Ashmore-Eckley to Jeddo

Lehigh & Mahanoy RR
 Inc. 11-11-1862 as reorg. of Quakake RR, foreclosed 9-30-1862. Black Creek Jct. on
 Beaver Meadow RR to Quakake Jct. on Reading RR.
 Built Quakake Jct. thru Delano to Mt. Carmel, finished 1865. Branch from Park Place
 to Mahanoy City, 1862
 Prior to 1884 abandoned their route Raven Run to Centralia, Columbia Co (flood problem?)
 and used route on on hill to north possibly built by N. Y. & Middle Coal Field RR.
 Merged 6-30-1866 with L. V. RR Had locos.

Lehigh and Mahanoy RR cont.

ICC auth. aband. 7-19-1951 3.4 miles Ashland Br. from Ashland to east side Girardville.
 " 4-1-1953 Girardville to Weston colliery, 3.3 miles (op. disc. 1949). Weston colliery about 1 1/2 miles from jct. at Shenandoah.
 1976? Shenandoah to Delano
 8-25-1965 Mt. Carmel to Aristes Jct. 7.7 miles and sidings. This line had been used by iron ore trains coming from Erie over the Pa. RR headed for Bethlehem
 3-15-1871 Raven Run to Aristes Jct. 3.4 miles
 8-10-1984 1.2 mile Ross breaker branch, Center St., Shenandoah.

1	Mahanoy	4-6-0	Baldwin	1863	1151	48"	18"x22"	28 tons	LV #64	ren 1173 in 1905
2	Shenandoah	"	"	"	1152	"	"	"	" #65	Jc. by 1884
3	Delano	4-4-0	"	1864	1228	60	15 1/2 x 22		" #66	
4	Junction	"	Norris-Lan	"	"	54	15 x 22		" #67	1885
5	Centerveille	"	Paldwin	1865	1393	60	15 1/2 x 22		" #68	1885
6	Shamoken	2-6-0	Grant	"	"	50	18x24		" #69	1905
7	Sunbury	"	"	"	"	"	"		" #70	ren 1076 in 1905
8	Mt. Carmel	4-6-0	Baldwin	1865	1337	54	18x22		" #71	Sc. by 1905
9	Montana	"	"	"	1396	"	"		" #72	sc. by 1905
10	Columbia	"	"	"	1422	"	"		" #73	ren. 1174 in 1905
11	Northumberland	"	"	"	1431	"	"		" #74	
12	Mt. Aetna	"	"	1866	1481	"	"		" #75	
13	Schuylkill	"	"	"	1490	"	"		" #76	old S.I.E., 1904
*	Consolidation	2-8-0	"	"	1500	50	20x26		" #63	1912

* First 2-8-0 built. Delivered to road after merger, but lettered L&M

Lehigh Luzerne RR

Inc. 4-8-1857 as renaming of Lehigh & Luzerne RR. Merged 6-16-1868 into L.V. RR
 Built tunnel above Eckley opened 8-29-1859 (see J&CCRR, 1855). Arto Pardee lease-operated this RR and Hazleton RR.

Loyalsock RR

12-3-1884 by Pa. & N.Y. Canal & RR to build from Bernice coal field to Harveys Lake, 31.8 miles. Opened 1892. Called Bowman Creek Br. Leased to L.V. 1892. Merged 12-31-1949
 Built 6 miles by 1887 Bernice to Lopez and remainder 1891-92. No locos.

Built branch Lopez to Thorndale via Loyalsock Cr. and Glassy Cr. to serve an exist-
 tannery at Thorndale, 1892, 7 miles. Aband. 1898 when tannery closed.

Built Ricketts to Ganoga Lake, 4 miles in 1893 for lumber and later ice.

Wilkes Barre and Harveys Lake RR merged 6-10-1904 into Loyalsock RR

Merged into LV 12-31-1949.

Aband: Noxon to Dallas 1962; Dallas to Luzerne about 1966;

Rocketts to Ganoga Lake 193x; Lopez to Splash Dam, 13 miles 5-15-1939;

Passenger service discontinued 3-31-1934 and only 4 thru frts

that year. Had hauled coal from Bernice. 1939 abandonment broke the thru trackage,

ICC auth. aband. 4-26-1944 3.4 miles Lopez to Bernice.

" 5-19-1950 Splash Dam to Noxon, 9.7 miles. Had shipped out ice until 1949.

Aband. late 1960/early 1962. Noxon to Dallas, 12 miles. Served Noxon tannery which had closed. ICC auth. 9-24-1963 7.0 miles Dallas to Luzerne.

Montrose RR

Inc. 4-5-1869 Montrose to Tunkhannock, 28 miles, 3' gauge. Opened 1873.

Purchased by LV Jan. 1898; rebuilt to std. gauge Nov. 1903, foreclosed 9-2-1905, organ.

10-26-1905 with same name and leased, again to LV 11-1-1905. Damaged by floods June

1972 and abandoned. Corp. merged into LV 12-31-1949.

#1 Asa Packer 2-6-0 Baldwin 1872 2881 Sold 1903 to Eagles Mere RR #6

2 Montrose " " 1873 3111 Sold 1903 to Eagles Mere RR #7

3 " " 1880 5317 ex Bells Gap RR #3, acq. 7-81. Sold c.

1883 to Grafton & Greenbrier RR #3

3 " " 1895 14274 Sold 1903 Amos Kent Lbr. & Brick Co. #7,

Kentwood, La. Later J.A. Bentley Lbr #7, La.

NEW YORK & LEHIGH COAL CO. SEE APPENDIX VNew York & Middle Coal Field RR & Coal Co.

Act. 5-2-1855 renamed from Coal Run Improvement Co. Owned 1000 acres in Middle Atlantic
 coal field and to extend their railroad to L.V. RR on north Penna. RR south of county
 line. (Property was just north of Mt. Carmel.

Built 2 coal field railroad branches- Montana Br. at Centralia, 2 miles and Wilburton Br.
 near Mt. Carmel. May also have built Raven Run to Centralia line which Lehigh and
 Mahanoy would have taken over, and aband. original route prior to 1884.

Suppl. 4-8-1864 May construct RR up to 10 miles; Suppl. 4-17-1866 may extend eastward to
 Lizard Creek to Delaware River and branch to Juniata River.

ICC auth. aband. 3-15-1971 2 miles Aristes Jct. to Montana

" 8-25-1965 Wilburton Br. 2.4 miles

In 1855 the Coal Run Improvement Co. ordered two locomotives and in that year the
 company was renamed the NY&MCFRR&C Co. Its railroad trackage later were taken over by
 the Lehigh & Mahanoy.

"Defiance" 0-8-0 Niles 1855 Sold to Beaver Meadow RR 1857

"Champion" " " " " " " " " " " " " " "

Both locomotives had four cylinders and drove on a center rail.

Penn Haven & White Haven RR

Inc. 5-4-1857 from Beaver Meadow RR at Penn Haven to Lehigh & Susquehanna RR at White Haven. Suppl. 4-2-1860 may built from Lehigh River at or below Quakake Creek, Carbon Co. to Lehigh & Susq. RR in Luzerne Co.

Opened 6-14-1864 Penn Haven to white Haven connecting with Beaver Meadow RR at P.H. and L&SRR at White Haven. Brought coal down to the canal at Penn Haven.
Merged into LV 8-5-1864, No locos.

Pennsylvania & New York Canal & RR Co.

Inc. 3-20-1865 as name change of North Branch Canal and to build RR along their canal from Luzerne Co. to N.Y. State line, Bradford Co.

Opened 9-13-1869 Wilkes Barre to state line, 95 miles. Had built Wilkes Barre north to Lackawanna (& Bloomburg Jct.) 9.5 miles opened 9-23-67.

Intended to give western outlets to Wilkes Barre coal. Built by L.V. RR interests but had own equipment and not leased to LV until Dec 1888. Merged into LV 12-31-1949.

Leased State Line and Sullivan RR.

Aband. Wilkes Barre to Pittston Jct. (Lackawanna Jct.) (or much of it) 1967-68 after passenger service discontinued.

ICC auth. aband. 6-23-1961 .5 mile Canal track from south (?) end. Lrft in about 1 mile along river at Pittston.

" 3-27-1962 .4 mile plus sidings of Pittston Town track. This line was 1 1/2 miles long and part abandoned is south end.

" 5-19-1969 1.1 miles north end of Pittston town track.

Quakake RR (pronounced quay-cake)

Inc. 4-25-1857 to run from Beaver Mills RR at junction of Quakake and Black Creeks up Quakake valley to Catawissa, Williamsport & Erie RR between their two tunnels in Rush Twnp.

Suppl. 3-22-1859 to extend westerly from Rush Twnp to headwaters Mahanoy Creek and down it into Mahanoy Valley (to Mt. Carmel)

Suppl. 3-21-1860 may buy road bed from Catawissa, Williamsport & Erie now occupied by Q. RR (former Little Schuylkill & Susq. RR)

Built on L.S.&S. RR from Black Creek Jct (Beaver Meadow RR) to C.W.&E.RR, 1858

Foreclosed 9-30-1862 and reorg. as Lehigh & Mahanoy RR 11-11-1862

Began construction 1860 from Quakake Jct. to Mount Carmel, about 28 miles to connect with Shamoken Valley & Pottsville RR from Sunbury. Built to Mahanoy City in 1862.

(The route from Sunbury to Penn Haven Jct. hauled soft coal from Penna. RR and iron ore from Erie, Pa. on Penna. RR to Bethlehem Steel Co. at Bethlehem until about 1960.)

ICC auth. aband. 5-8-1957 1 mile at Mahanoy City, m.p. 162-163

" 12-6-1963 Pine Jct. (Delano) on Quakake Br. to 6.7 miles west of Black Cr.

Jct.

Aband. 6.7 miles Black Creek Jct. west to end of line 1964-1973.

ROBERTS, ALGERNON & EDWARD SEE APPENDIX 5

Schuylkill & Lehigh Valley RR

Inc. 10-9-1886 Lizard Creek Jct. - Schuylkill Haven to Blackwood, 40 miles.

Built on much of route of Schuylkill Haven & Lehigh River RR. Opened 9-15-1890

Leased immediately to LV. Merged 12-31-1949

Coal mine of LV at Blackwood.

Aband. Blackwood to west branch of Schuylkill River prior to 1947; Last freight to Schuylkill Haven from Lizard Creek 4-3-1953 and torn up soon after.

Aband. Blackwood Jct. to Blackwood prior to 1947

ICC auth. aband. 3-5-1953 Lizard Creek Jct. to Blackwood Jct., 35 miles, a 1/2 mile spur at Schuylkill Haven; and 2.2 miles Blackwood Jct to Pottsville (mostly ex Peoples RR line)

State Line & Sullivan RR

Inc. 12-4-1874 as reorg. of Sullivan & Erie Coal & RR Co. (foreclosed 10-14-1874), Monroeton to Bernice, 24 miles.

Leased to Pa. & N.Y. Canal & RR 1874 until 10-31-1876; then independently operated with own locos until leased again to P&NYC&R 5-1-1884.

Coal lands were leased to Connell Anthracite Mining Co.

Merged into LV 12-31-1949.

ICC refused abandonment 1-7-1935 when lease expired of SL&S RR by the LV to aband. Bernice to Monroeton, 24 miles. ICC auth. aband. 4-26-1944 Bernice to Lopez,

3.4 miles.

Initially used Sullivan and Erie locomotive

1 4-6-0 Rhode Island 1877 691 "Loyalsock" to LV #284 in 1884

2 " " 1879? 692 North Mountain " 283 "

3 4-4-0 Baldwin 1881 5792 " 285 "

Mine engines: 936" gauge)

Vulcan 1888 136 Ed. M. Davis

" 1897 210 John Davis Estate

7 electric Baldwin 1899 16379 0-4-0 100 horsepower

Sugar Loaf Coal Co. (RR)

Inc. 4-16-1838 to hold 2000 acres in Sugar Loaf Twp and build a railroad to Hazleton RR.

Built in 1839 about 1 mile in the Hazleton area about $1\frac{1}{2}$ miles east of the Hazleton mines. Absorbed by the Hazleton Coal Co's railroad in 1844. *TORN UP PRIOR 1849.*

Had 2 locomotives: "Ajax" 4-4-0 Eastwick & Harrison 1839

"Sugar Loaf" 4-2-0 Baldwin 1841 c.n. 154. This locomotive was experimental with a semi geared design so that the driver also drove the front truck. Baldwin made only one; then switched to the flexible beam design 0-6-0.

Sullivan & Erie Coal & RR Co. (Sullivan & Erie RR)

Inc. 3-23-1865 to hold coal land in Sullivan and Bradford Counties and build a railroad via Towanda to N. Y. & Erie RR

Built Monroeton to Bernice, 24 miles, opened about 1867. Connected at Monroeton with Barclay RR. Semi anthracite coal mines at Bernice.

Foreclosed 10-11-1874 and reorg. as State Line & Sullivan RR. Had locos. *Probably second hand.*

ICC auth. aband. 4-27-1954 Dushore to Bernice, 8.5 miles includes spur to coal mine.

" 1-18-1968 Towanda to Dushore, 23 miles. However, not aband.

Aband. June 1972 following flood washouts Dushore to Monroeton, 18 miles.

Summit Coal Co.

See Carbon County. This coal company had a rail line in Carbon Co. which was foreclosed in 1853. Possibly became part of L.V.

Susquehanna & New York RR

See Bradford County for history of railroad. Abandoned 5-23-1942 except from Towanda to Monroeton, 5 miles, which was sold to LV. Had been used by LV as part of their State Line and Sullivan RR, Towanda to Bernice to Wilkes Barre. ICC auth. aband. 1-18-1968 but not done. Inactive following June 1974 flood at which time 4 miles from south Towanda to Monroeton sold to Towanda-Monroeton Shippers Lifeline RR, and service restore. In 1987 remaining $1\frac{1}{2}$ miles at Towanda sold to T-MSL.

West Pittston-Exeter RR

See Luzerne County railroads. L.V. acquired the line in March 1974 from Penna. Power & Light Co. after PP&L had closed their Stanton power plant. 2 or 3 customers on the line. Sold to Pocono Northeast RR in 198 .

Wilkes Barre & Harveys Lake RR

Inc. 9-24-1885 Luzerne to Harveys Lake, 13.5 miles. Leased to Pa.&N.Y.Canal & RR from 1886. Built 1886-87.

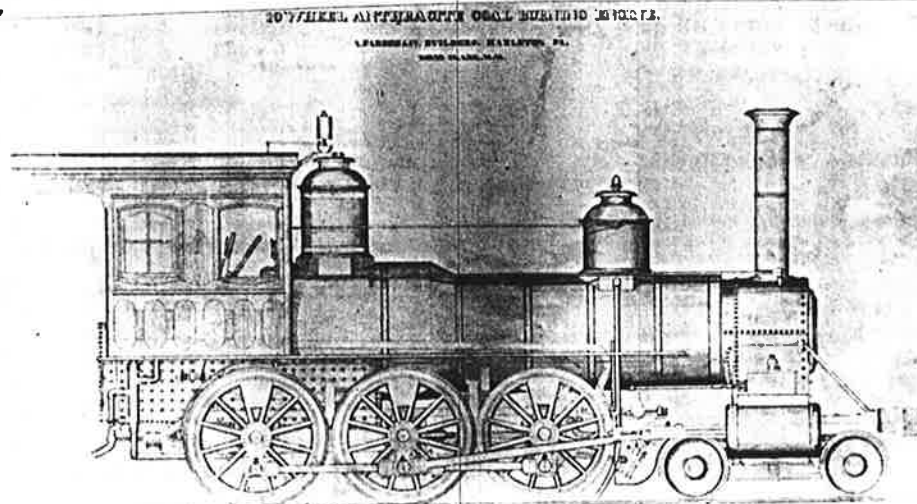
Built about 1895 from Luzerne to Wilkes Barre, $1\frac{1}{2}$ miles, including bridge.

Merged 6-4-1904 into Loyalsock RR

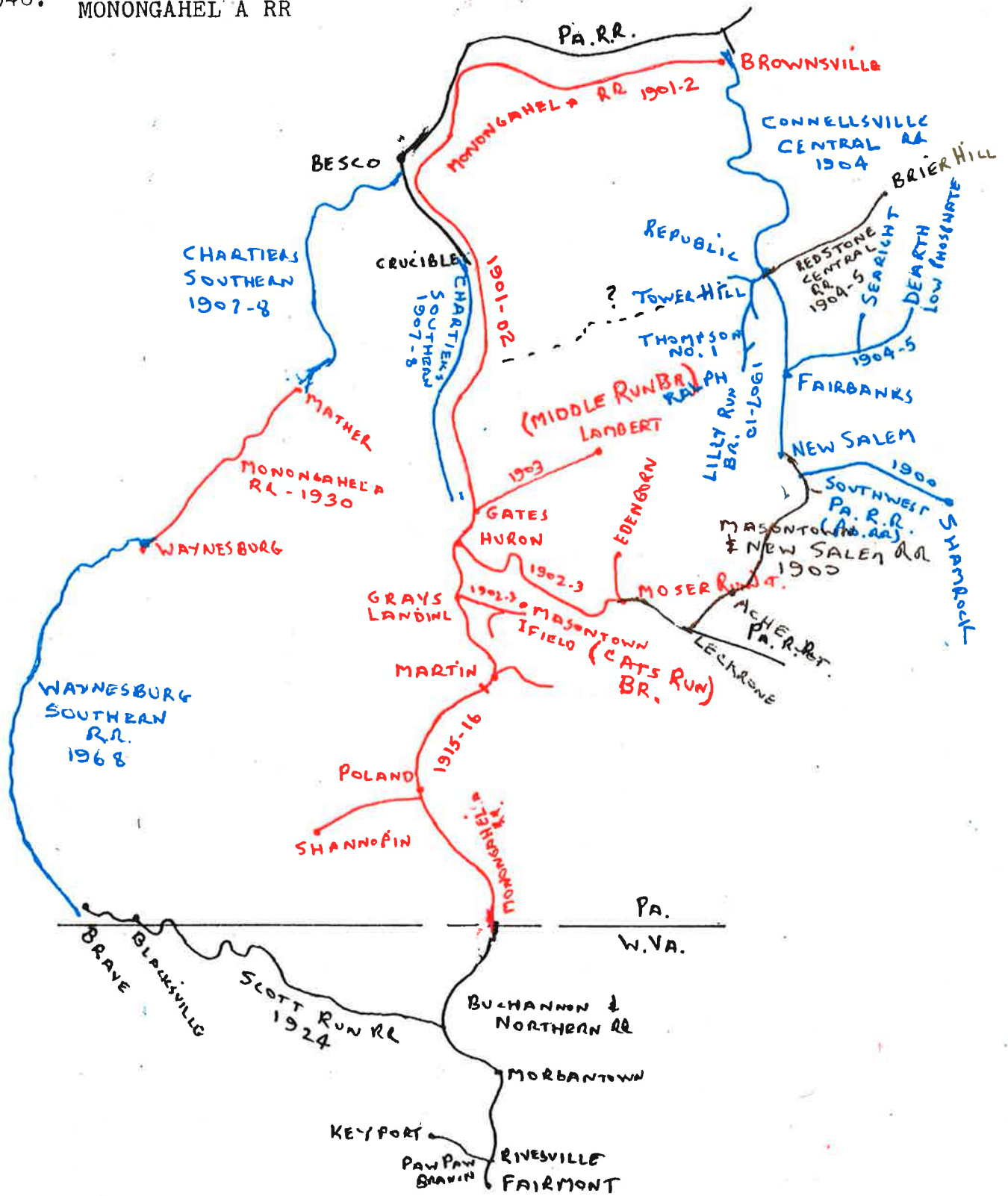
Aband.: Wilkes Barre to Luzerne prior 1950; Noxon to Dallas, 12 miles in late 1961/early 1962 when Noxon tannery closed; ICC auth. aband. 9-24-1963 Dallas to Luzerne (had served lumber yards).

Wilkes Barre and Hazleton Ry.

Railway discontinued operations in 1933 (see Luzerne County railroads) and in 1934 their two miles from West Hazleton north over Black Creek viaduct to Oak Bur connection with LV was bought by LV so as to serve several businesses in west Hazleton.



Hazleton RR Idaho #113, Lark #117, or Dexter #118 built at the company shops. Picture used by owner of the railroad, Arlo Pardee, to try an enter the commercial locomotive building field. With David Clark as master mechanic A. Pardee & Co. built 2 locomotives for Ogden Mine RR in 1865, 66, 0-6-0 type, but no other engines are known to have been built.



Strictly a soft coal railway hauling coal to the steel mills primarily from mines on its lines. Main line runs from Brownsville to Fairmont, W. Va., 68 miles, along the Monongahela River. From Brownsville to Besco it uses Penna. RR tracks.

MONONGAHELIA RAILWAY

347.

Monongahela RR

Inc. 12-31-1900 by Pa. R.R. and P.&L.E.R.R. (50% each) and built Brownsville to Martin, Fayette County, 27.7 miles in 1901-1903 along with branches Cats to Lambert, 3.2 miles and Huron to Edenboro (Moser Run Jct.), 3.4 miles, built 1902-03. Cats Run Br. from Cats Run Jct. to Ifield, 1.2 miles built 1902-03.

Monongahela Ry.

Inc. 7-1-1915 as a merger of M.RR and Buchannon and Northern RR (W. Va.) so as to extend the railroad from Martin to Fairmont, W.Va. Track constructed 1915-1916 - that in Pa being done under M.RR. charter.

Built from end of Chartiers Southern RR at Mather to Waynesburg in 1930, 7 miles, on T Ten Mile Run Branch.

B. & O. RR acquired 1/3 interest in 1926 and at that time the Chartiers Southern Ry, which had been leased and operated by the Pa. RR. was taken over for operation by the M.Ry. and corporation acquired 10-16-1928.

Obtained trackage rights over Redstone Central RR at time of its construction to Brier Hill, Fayette County.

Acquired Scotts Run RR 1-6-1925 shortly after its completion. Railroad is mostly in W.Va. with final mileage at coal mines in Pa. Merged into M.Ry. 9-21-1933.

Acquired 1926 Indian Creek & Northern RR in W. Va. for operation. Merged 9-28-1933.

Operates Waynesburg Southern RR since its opening in 1968 from Waynesburg south to coal fields.

Operates Connellsville and Monongahela RR (formerly Connellsville Central) although the company is leased to the Pennsylvania RR. Pa. RR has never operated it.

ICC authorized 5-23-1949 to build 8.3 mile line in W.Va. Grant Town up Paw Paw Cr. and Sugar Run to headwaters.

ICC auth. aband. 8-6-1934 Gates to Lambert branch, 3.2 miles. Had served H.C. Frick coal mine closed in 1929. 11-4-1943 .9 mile Moser Run Jct. north to Edenboro. 7-14-1977 2.8 miles Moser Run Jct. to Huron (as part of abandoning line from Brownsville thru Republic to Huron).

Chartiers Southern Ry.

Inc. 12-8-1906 and in 1907-08 built two sections of track from Besco to Mather, 7 miles, and Crucible to Nemacolin, 7 1/2 miles. Operated by Penna. RR. No locos.

Acquired by Monongahela RR in 1926 for operation as part of the R&O buying a 1/3 interest from Pa. and P&L.E. *Ab. Crucible to Nemacolin 6-18-1953 and trackage rights Pa. RR to Millsboro, 4 miles.*

Corporation acquired by M.Ry 10-16-1928 and dissolved 3-1-1929.

ICC authorized 1-5-1927 to extend 7.6 miles Mather to Waynesboro

Connellsville Central RR

(Buffington) 10.9 miles,

Inc. 8-22-1902 by United States Steel. Built from Brownsville to New Salem and branches to Low Phos. and Dearth 1904-05.

Road opened in 1904 and reorganized 3-11-1905 as Connellsville & Monongahela RR. No. locos. Operated by Monongahela RR. ICC auth. aband. main line all 7-1-1977

Aband. I.C.C. auth. 9-4-1962 .4 miles Dearth Br. and 1.9 miles Lilly Run Br. at Ralph

Connellsville & Monongahela RR

Inc. 3-11-1905 as reorg. of Connellsville Central RR. and Masontown & New Salem RR making 15.7 miles, Brownsville to Moser Run Jct. Leased to Pa. RR but operated by the Monongahela RR since 1905.

Lilly Run Br. - Republic to Ralph Works, 2.5 miles built 1907-1910. 1.9 mi aband. 9-4-62

Thompson Br. - .9 miles built 1913-14

Tower Br. - .6 " " "

Low Phosphate Br. - built 1904-5, 2.2 mile ICC auth. aband. 11-4-1963 2.5 miles.

Dearth Run Br. 1.3 miles, built about 1905. " " 9-4-62 .4 mi & rest 11-4-63

Aband. I.C.C. auth. 6-23-1961 .7 miles Parshall Creek Br., German Twp (location unknown)

" " 9-21-1962 .7 miles in German Twp, part Cats Run br. "

Masontown & New Salem RR

Inc. 9-11-1899 and opened 12-1900, Moser Run Jct. to New Salem (Buffington), 5.9 miles

Sold to Connellsville & Monongahela RR probably in 1905 when C&M formed from C.C. RR Operated by Penna. RR 1900-1904 and then by Monongahela. Owned by Federal Steel Co. for coke plants. ICC auth. aband. 7-1-1977 entire line

Red Stone Central RR

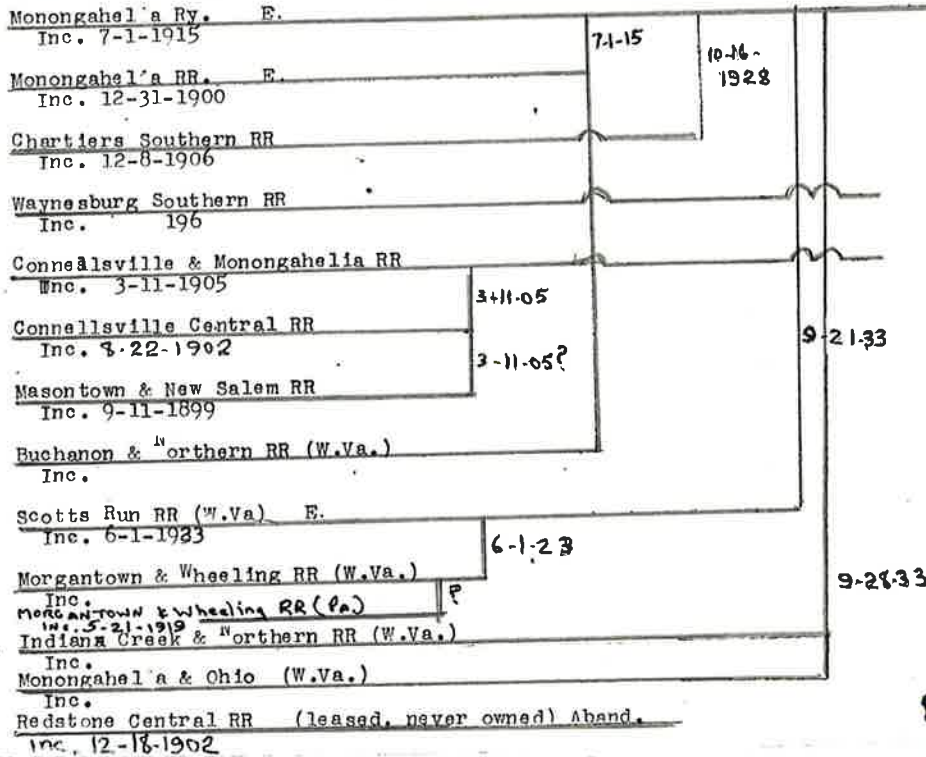
Inc. 12-18-1902 Dearth, Fayette Co. to mouth Redstone Cr. 15 miles. Operated by Built Red Stone Jct. to Brier Hill, Fayette County, 2.4 miles 1904-05. Aband. 1936-1940 Monongahela RR by trackage rights from time of opening.

Scotts Run RR

Inc. 6-1-1923 in West Virginia as reorg. of Morgantown and Wheeling RR which had built branch from near Morgantown to Blacksville, Greene Co., Pa. Operations taken over by Monong. 1-6-1925 and corp. merged into M. 9-21-1933.

Waynesburg Southern RR
 Inc. 196 ^{Brave and}
 Built Waynesburg to Blacksville, Greene County, 35 miles, 1968 to serve coal mines
 Operated by Monongahelia RR
 Replaced former Scotts Run RR.

Morgantown and Wheeling RR
 Inc. 5-21-1919 Waynesburg to W.Va. line at Roberts Run, 13 miles. (probably subsequently merged into M&W of W.Va.)



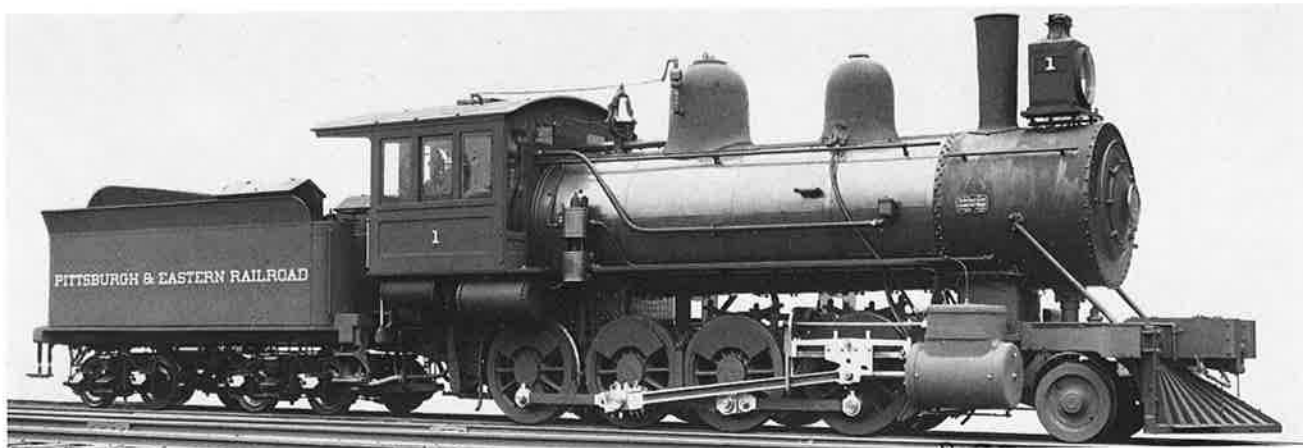
SEE
 ADDENDA
 #5 FOR
 DIESELS

Bought 1922 for
 parts (?)
 P#06007 alt 1422
 01195 " 1243
 01339 " 1465

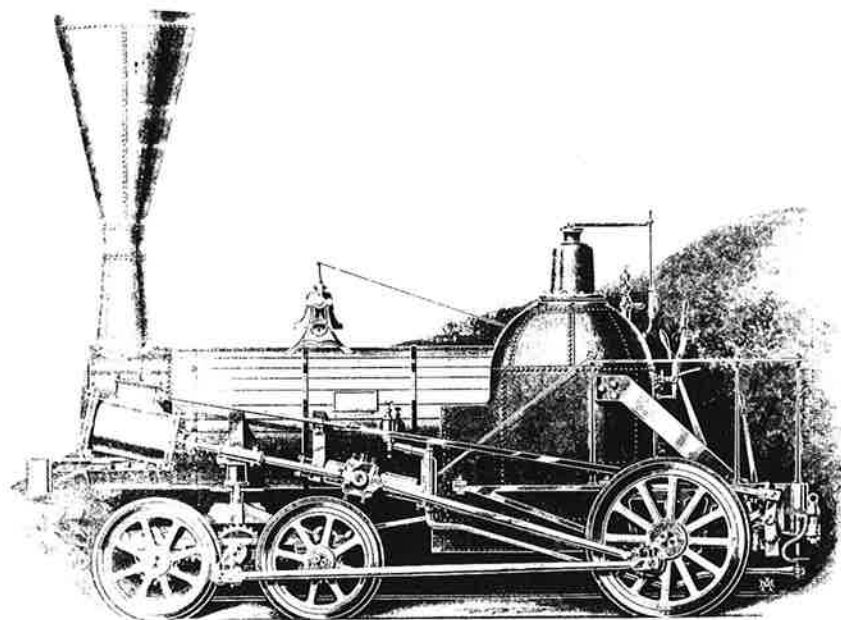
101	2-8-0	Pitts	1897	1759	ex Scotts Run #101	
102	2-8-0	Pittsb.	1898	1810	Scotts Run #102	
103	2-8-0	Pittsburgh	1900	1811	ex Scotts Run #103	Sold SA+AR 230
104	"	"	1899	1940	ex Scotts Run #104	
105	"	"	1899	1911	" #105	
106	2-8-0	Pittsburgh	1900	2073	ex P.&L.E. #114	Sold San Antonio & Aransas Pass #231
107	"	"	"	2072	" #117	
108	2-8-0	Pittsburgh	1900	2101	ex P.&L.E. #151	Sold S.A.&A.P. #233
109	"	"	"	2076	" #146	234
110	"	"	"	"	"	
111	2-8-0	Pittsburgh	1900	2103	ex P.&L.E. #150	Sold S.A.&A.P. #232
112	"	"	"	"	"	
113	"	"	"	"	"	
114	2-8-0	Pittsburgh	1900	2071	ex P.&L.E. #141	Sold S.A.&A.P. #238
Nos. 101-114 apparently bought about 1924						
115-120	2-8-0	Pittsburgh	1909	46769-774	21"x30" 51"	#116 sold Morristown & Erie RR #10
121-122	"	"	1910	47028-029	" "	"
123-128	"	"	"	47983-988	" "	"125 sold Onells & Weston #126
129-134	"	"	1912	51591-596	" "	#130 & 131 sold Morr. & Erie RR #11, 12
135-140	"	"	1913	54292-297	" "	"
141-146	"	"	1916	55834-839	22 3/4"x30" 51"	"142 sold R.M. Co #16
147-152	"	"	1918	58658-663	" "	"
153	"	Porter	1923	6848	" "	new
170-179	2-8-2	Schen.	1919	60923-932	USRA model	
180-182	"	Baldwin	1927	60087-089	" "	
183-185	"	"	"	60094-096	" "	
186-188	"	Brooks	1920	62307-309	ex P.&L.E. #9520-22	
201	2-8-0	Juniata	1892	130	ex Pa. #1527, Cl. H3a, acq. 11-1903	
202	"	Baldwin	"	13109	" #1583, Cl. H3a, acq. 10-1903	
203	"	Baldwin	1893	13182	ex Pa. #1602, Sold Gilmore & Pitts. RR #15, 1909	
204	"	Juniata	1892	114	" #1524, Cl. H3a, " #16, "	
205	"	Baldwin	1893	13139	" #1593, " , acq. 11-1903	
206	"	"	"	13170	" #1601a " , "	
207	"	Juniata	1907	1702	New. Class H-4	
208	"	"	"	1708	" "	
209	"	"	"	1709	" "	
210	"	"	"	1710	" "	
211	"	"	"	1712	" "	
212	"	"	"	1713	" "	
301	4-4-0	"	1893	233	ex P.W.&B. #226; Pa. #4. Class D130 acq 4-04	
302	"	Altoona	"	1880	ex Pa. #1674, 870, acq 5-05	Bought 1905
303	4-4-2	Juniata	1904	1195	ex Pa #5263, Cl. E2a, acq. 11-1917	
308	"	"	1905	1347	ex Pa. #5296, " " 4-1918	
309	"	"	1903	979	ex P.W.&B. #243, pa. 5243, 5743, Cl. E2a, acq 11-1918	
310	"	"	1906	1423	ex Pa. #2998, Class E3d, " 11-1923	
311	"	"	"	"	" " " " "	

Rev. 300 Sold 1923
 " 1918 REED CONN.
 SC 1928
 301
 302
 303
 304
 305
 306
 307
 321
 322
 323
 324
 325
 326
 327
 30896
 30897
 42374
 42375
 42376
 42377
 150 4-4-0 PALE 1896
 " " " " 1899
 " " " " Pitts 1905
 " " " " " 1907
 " " " " " 1908
 " " " " " 1909
 " " " " " 1910
 " " " " " 1911
 " " " " " 1912
 " " " " " 1913
 " " " " " 1914
 " " " " " 1915
 " " " " " 1916
 " " " " " 1917
 " " " " " 1918
 " " " " " 1919
 " " " " " 1920
 " " " " " 1921
 " " " " " 1922
 " " " " " 1923
 " " " " " 1924
 " " " " " 1925
 " " " " " 1926
 " " " " " 1927
 " " " " " 1928
 " " " " " 1929
 " " " " " 1930
 " " " " " 1931
 " " " " " 1932
 " " " " " 1933
 " " " " " 1934
 " " " " " 1935
 " " " " " 1936
 " " " " " 1937
 " " " " " 1938
 " " " " " 1939
 " " " " " 1940
 " " " " " 1941
 " " " " " 1942
 " " " " " 1943
 " " " " " 1944
 " " " " " 1945
 " " " " " 1946
 " " " " " 1947
 " " " " " 1948
 " " " " " 1949
 " " " " " 1950
 " " " " " 1951
 " " " " " 1952
 " " " " " 1953
 " " " " " 1954
 " " " " " 1955
 " " " " " 1956
 " " " " " 1957
 " " " " " 1958
 " " " " " 1959
 " " " " " 1960
 " " " " " 1961
 " " " " " 1962
 " " " " " 1963
 " " " " " 1964
 " " " " " 1965
 " " " " " 1966
 " " " " " 1967
 " " " " " 1968
 " " " " " 1969
 " " " " " 1970
 " " " " " 1971
 " " " " " 1972
 " " " " " 1973
 " " " " " 1974
 " " " " " 1975
 " " " " " 1976
 " " " " " 1977
 " " " " " 1978
 " " " " " 1979
 " " " " " 1980
 " " " " " 1981
 " " " " " 1982
 " " " " " 1983
 " " " " " 1984
 " " " " " 1985
 " " " " " 1986
 " " " " " 1987
 " " " " " 1988
 " " " " " 1989
 " " " " " 1990
 " " " " " 1991
 " " " " " 1992
 " " " " " 1993
 " " " " " 1994
 " " " " " 1995
 " " " " " 1996
 " " " " " 1997
 " " " " " 1998
 " " " " " 1999
 " " " " " 2000

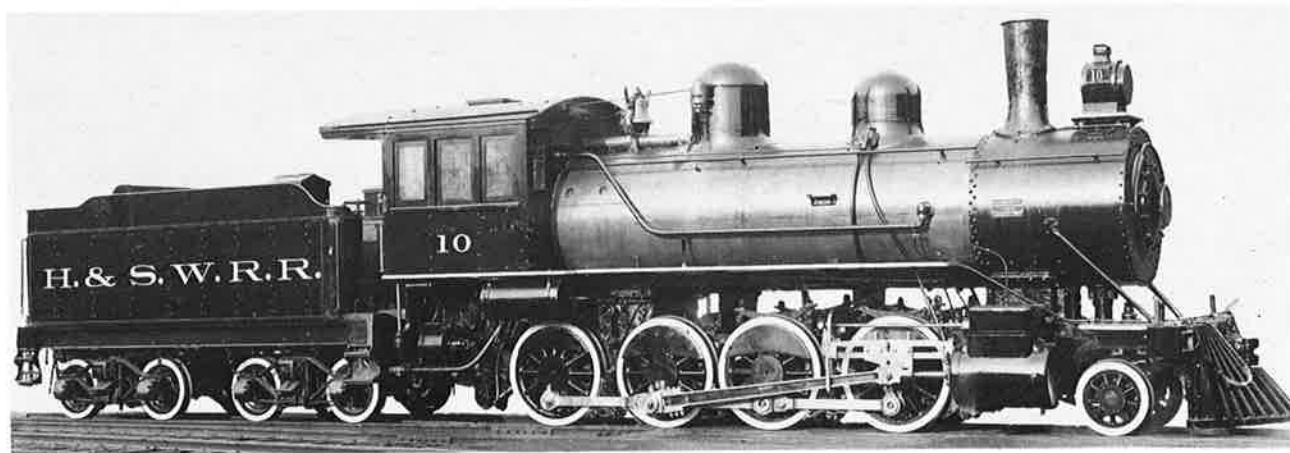
98 of Scotts Run 33
 100
 99
 100
 34
 33



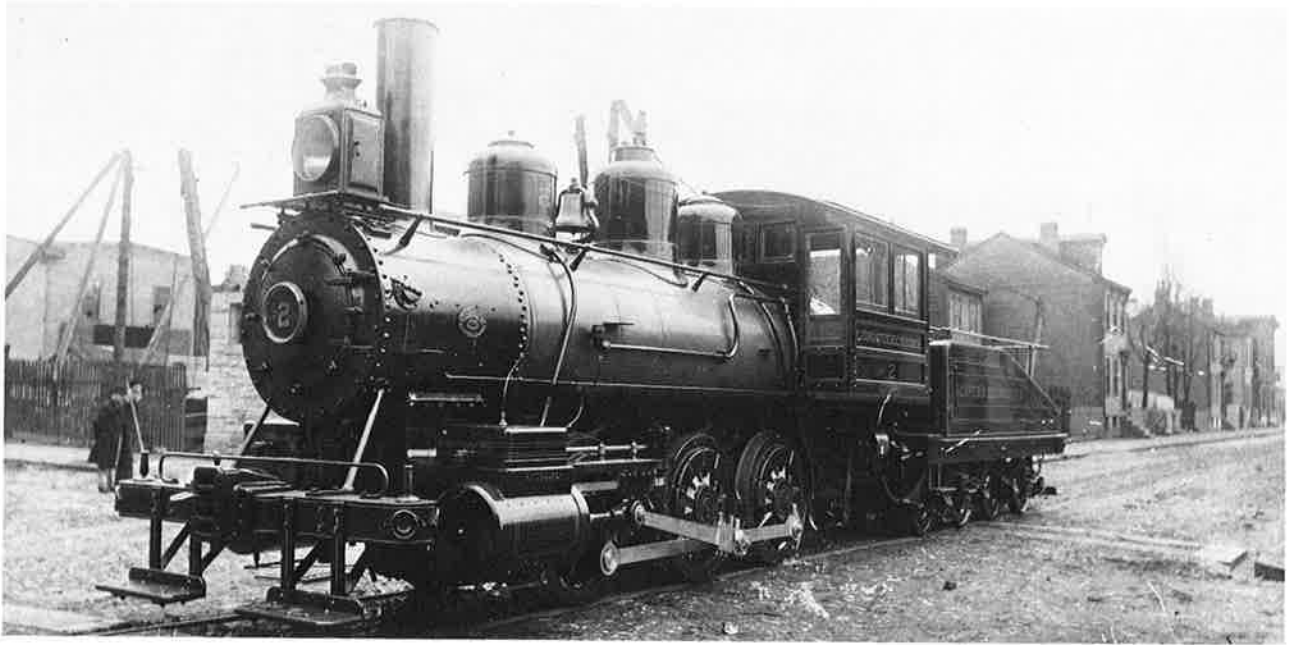
Alco Historic Photos
 Pittsburgh and Eastern RR was originally intended as an independent railroad connecting Clearfield County coal fields southward to the Pittsburgh and Lake Erie RR. Opened in 1896 as a 14 mile railroad, it soon became part of the New York Central and fed coal north to the Beech Creek RR. No. 1 was built by Schenectady. Schenectady's locomotive record shows no engine sold to the P&E or a #1, 2-8-0, sold to anyone in the 1895-1897 period.



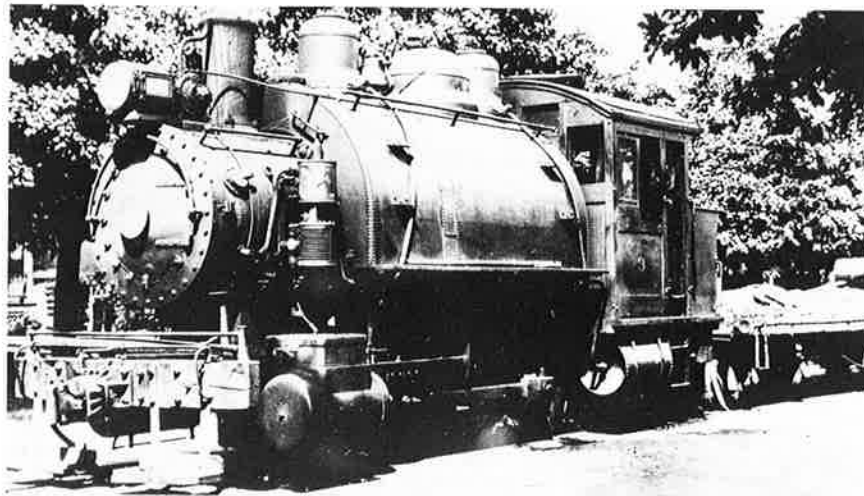
The Sugar Loaf Coal Company, (L.V.R.R.), purchased this Baldwin geared engine in 1841. It was intended to give the power of an 0-6-0 but with the riding qualities of a 4-2-0. The locomotive weighed 15 tons of which nine were on the front truck. The rear drivers were 44 inches and the truck wheels 33 inches. The gearing arrangement evidently was not successful; no additional locomotives were made; and in the following year Baldwin came out with the successful flexible beam 0-6-0.



Hooverhurst and Wouth Western RR's only locomotive built by Schenectady in 1905 to haul coal for the newly organized railroad which took over a former logging railroad in Clearfield County.



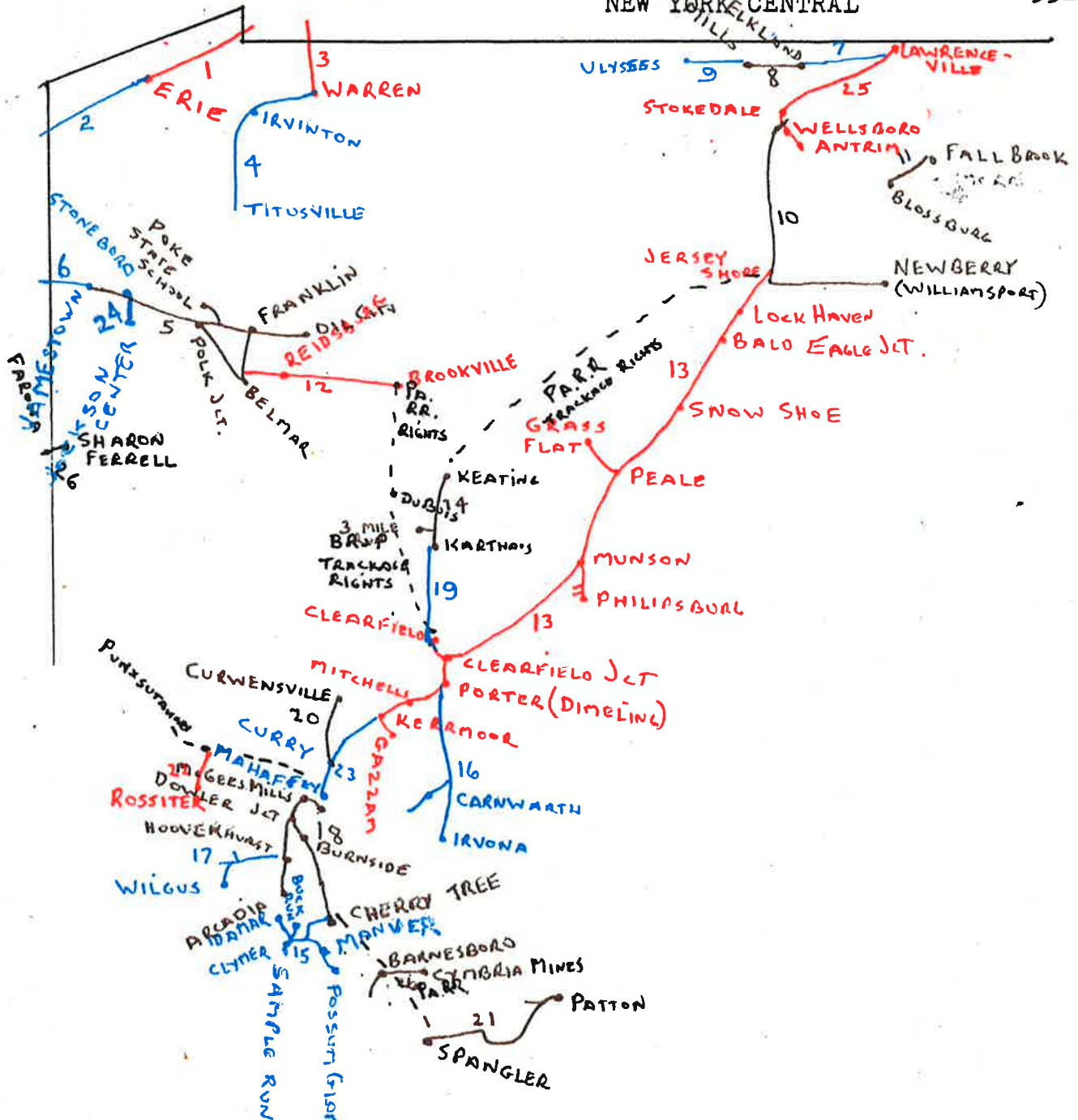
Beaver and Ellwood RR No. 2 built by Pittsburgh in 1892 and photographed at Pittsburgh. Unlike most builders photos, the background was not blanked out so that the railroad track running down an unpaved city street is evident. The railroad served coal mines at Ellwood. For a switcher built in 1892 it is surprising to note that the engine carried a name, "Conoquenessing." The locomotives on this page all became part of the P. & L. E. Alco Historic Photos



Beaver Valley No. 3 photographed in the early 1930s was built by Baldwin in 1916 as a plant switcher at their Eddystone works, and later sold to the Beaver Valley. Thomas Norrell



McKeesport and Belle Vernon when under construction in 1889, received two handsome engines with a Russian blue iron boiler jacket, gold leaf lettering, and plenty of polished brass. The only thing lacking is a painting on the side of the headlight.



- | | | |
|--|-----------------------------------|--|
| 1. Erie & North East RR | 18. Pittsburgh & Eastern RR | E. |
| 2. FRANKLIN CANAL CO'S RR | 19. West Branch Valley RR | |
| 3. Conewango Valley RR (Dunkirk, Warren & Pittsburgh RR) | 20. Curwensville & Bower RR | |
| 4. Warren & Venango RR | 21. Cambria County RR | |
| 5. Jamestown and Franklin RR | 22. Canoe Creek Yr. | |
| 6. Central Trunk Ry. | 23. Beech Creek RR | E. |
| 7. Cowanesque Valley RR | 24. JACKSON'S COAL CO. RR. | |
| 8. Corning, Cowanesque & Antrim RR | 25. Wellsboro & Lawrenceville RR | |
| 9. Fall Brook Ry. | 26. unknown | |
| 10. Jersey Shore, Pine Creek & Buffalo RR | | |
| 11. Fall Brook Coal Co. | | |
| 12. Franklin & Clearfield RR | | |
| 13. Beech Creek, Clearfield & Southwestern RR | | E. |
| 14. Susquehanna & Clearfield RR | | |
| 15. Cherry Tree & Dixonville RR | | |
| 16. Clearfield Southern RR | | E. |
| 17. Hooverhurst and Southwestern RR | | E. |
| | --- | trackage rights: |
| | | Clearfield to Brookville over BR&P and Pa. for coal going west |
| | | Keating to Jersey Shore over Pa. for coal going east |
| | | Cherry Tree to Spangler over Pa. to reach disconnected mines |
| | | McGees Mills to Punxsutawney over Pa. to reach disconnected mines. |

New York Central RR.
Inc. 1914, DEC. 22

New York Central & Hudson River RR
Reorg. 1913

Lake Shore & Michigan Southern RR
Inc. 5-27-1869

Lake Shore RR
Inc. 10-8-67

Cleveland, Painesville & Ashtabula
Inc 1852
FRANKLIN CANAL Co. 4-9-49 | 10-8-1867 | 10-4-54

Buffalo & Erie RR
Inc. 5-15-1867

Erie & North East RR
Inc. 4-12-1842

Dunkirk, Allegheny Valley & Pittsburgh RR
Inc. 12-1-1872

Conewango Valley RR
Inc. 3-24-1870

Dunkirk, Warren & Pittsburgh RR
Inc. in N.Y. STATE

Warren & Venango RR
Inc. 10-6-1871

Jamestown, Franklin & Clearfield RR
Inc. 1-29-1909

Jamestown & Franklin RR
Inc. 4-5-1862

Central Trunk Ry.
Inc. 4-11-1868

Franklin & Clearfield RR
Inc. 6-19-1902

Mackson Coal Co. RR
Private (?)

Geneva, Corning & Southern RR
Inc. 2-4-1909

Pine Creek Ry.
Inc. 6-6-1884

Jersey Shore, Pine Creek & Buffalo RR
Inc. 2-17-1870

Fall Brook Ry.
Inc. 7-1-1892

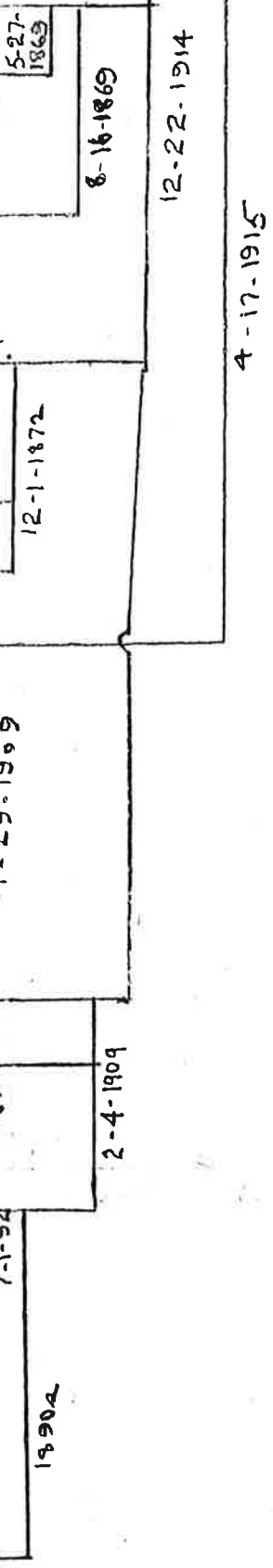
Corning, Cowanesque & Antrim Ry
Inc. 1-1-1873

Blossburg & Corning RR (N.Y. STATE)
Inc. 1854

Wellsboro & Lawrence RR
Inc. 3-20-1868

Cowanesque Valley RR
Inc. 4-9-1869

Fall Brook Coal Co.
Inc. 4-7-1859



4-17-1915

12-22-1914

8-16-1869

5-27-1869

10-8-1867

10-4-54

5-15-1867

5-1-1867

11-23-1872

12-1-1872

1-29-1909

2-4-1909

6-6-1884

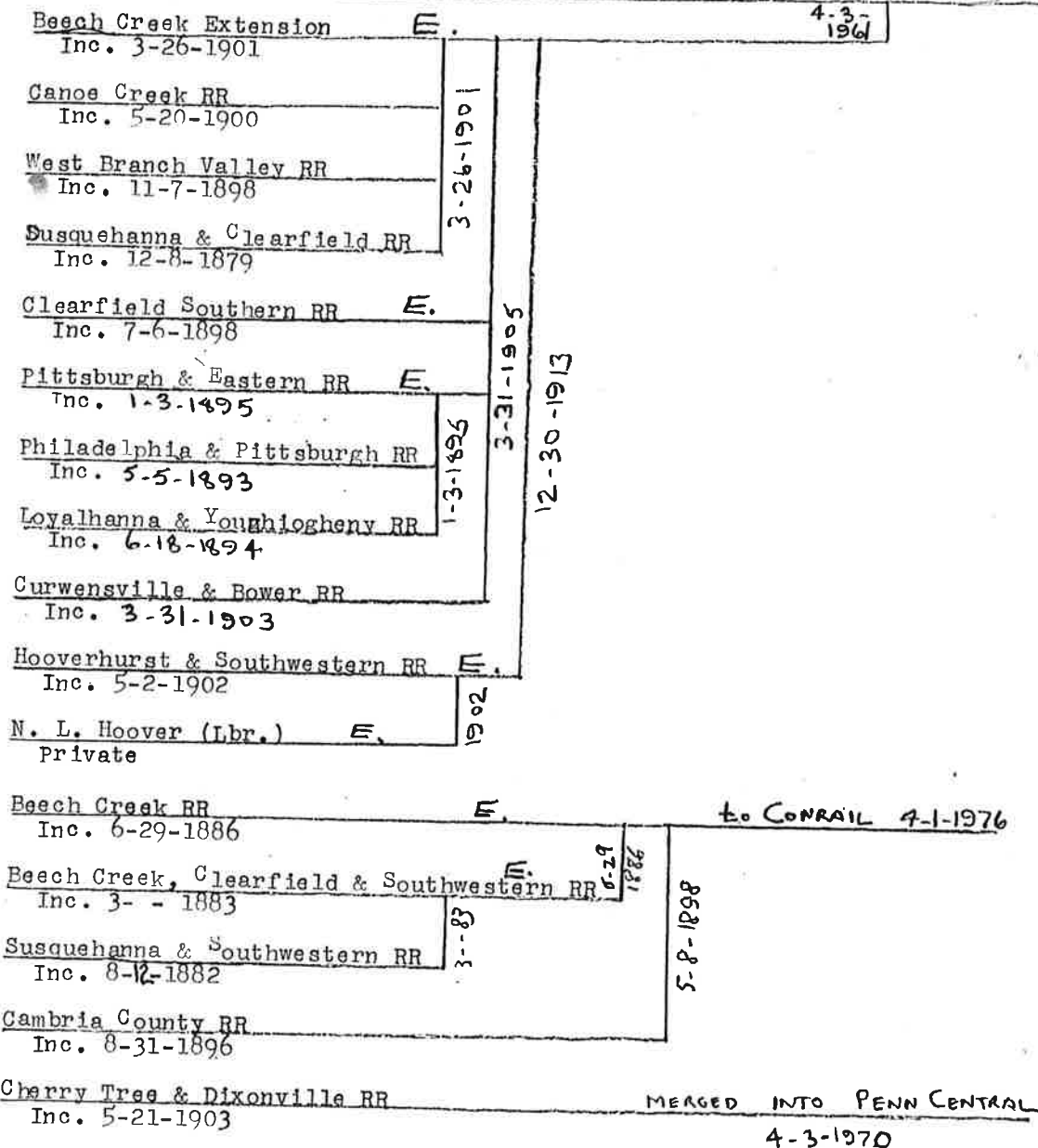
7-1-1892

1-1-1873

6-1-1874

1890

New York Central RR



Additional information:
 Logging Railroad Era of Lumbering in Penna. by Taber, Kline, Casler
 R&LHS Bulletin #55
 The Railroads of Pennsylvania by Saylor

NEW YORK CENTRAL SYSTEM

New York Central Railroad

Inc. 1914, Dec. 22 as consolidation of N.Y.C.&H.R.RR and other corporations. Excluding the main line portion thru Erie, the various railroads comprising the N.Y.C. in Pennsylvania were primarily built for coal. The exceptions were lines to Titusville and Oil City for oil. Several lines, however, served the lumber industry with coal being "bridge" traffic such as the line up Pine Creek or coal was developed later. The N.Y.C. became the Penn Central RR **2-1-68.**

Beech Creek RR

Inc. 6-29-1886 as reorg. of Beech Creek, Clearfield & Southwestern RR which had been foreclosed 6-1-1886. Operated from Jersey Shore to Mahaffey Jct. (Mahaffey), 113 miles. Leased to New York Central RR 10-1-1890 but not merged until 19
Built from Kerrmoor to Mahaffey Jct. in 1892. Had locomotives.
Cambria County RR merged into B.C. RR 5-8-1898
Intended to connect with Pine Creek RR for delivering coal from the coal fields of Clearfield County. **Track to Conrail 4-1-1976. Corp dissolved later.**

ICC auth.aband. 10-22-1937 Curry to Kerrmoor (See BCC&SW for details).

Beech Creek, Clearfield & Southwestern RR

Inc. 3- -83 as renaming of Susquehanna & Southwestern Ry.
Built Jersey Shore to Peale, 57.8 miles, July 1884; Peale to Philipsburg, 15.6 miles, 2-1 1885; Ansonville Jct. (Munson) to Gazzam (coal mines) 36.7 miles, 7-1885; Clearfield branch, 2 miles, Dec. 1885. At Gorton Heights near Moshannon had 3.7 miles of mine branches built by 1886 and from Peale Jct. to Grass Flats Mines near Munson, 3.8 miles. Foreclosed 6-1-1886 and reorg. as Beech Creek RR. **Intended to reach coal mines.**
Had locomotives.

ICC auth. aband. 2-10-1926 Kerrmoor to Gazzam, 3.0 miles. Built 1884 for mine which closed in 1913

" 10-22-1937 Mitchells to Kerrmoor and Curry, 14.6 miles and .3 mile at Wigton. Built 1892 and op. disc. 6-1932.

" 1-28-1966 30½ miles Bald Eagle Jct to Snow Shoe

" 8-6-1984 Decatur Br. at m.p. 5.0 of Philipsburg Br. (1 mile west of Hawk Run), 1.1 mile and .7 mile of Philipsburg Br. from m.p. 5.2 to 4.5 where Ophir Br. runs north just outside of Hawk Run.

" 5-1 1940 Mitchells to Wynn, 2.0 miles. Op. d&sec. 1932 serving coal mine.

" 8-24-1967 Wynn to Dimelling, 2.5 miles. Not aband. Reauthorized 9-10-1971.

" 10-11-1972 1.2 mile Bald Eagle Jct. to Mill Hall and .5 mile at McElhattan.

" 12-7-1972 5.1 miles McElhattan to Lock Haven

" 7-2-1984 Avis yard to McElhattan 2.7 miles and McElhattan Jct. to Pa. RR main line at McElhattan, 1.2 miles.

Ab. 2-24-1982 1.0 mile branch at Peale (Viaduct). Rest previously aband.
6-30-1971 1.4 mile Philipsburg back toward Hawk Run to branch jct.

To serve coal mines in Clearfield County area. Operated separately until 1899 when NYC, which had leased the line in 1890, took over operations and renumbered the locomotives. All built by Schenectady.

		C.N.	Drs.	NYC#
1	2-8-0	1883	1775	2255
41-43	4-4-0	1884	1865-7	63 702-4
2-3	2-8-0	"	1868-9	50 2256-7
5	"	"	1870	" 2259
4	"	"	1871	"
21-23	2-6-0	"	1877-9	58 1841-3
30	0-6-0	"	1931	50 371
24	4-6-0	1885	1947	55 2100, rem 2197
25	"	"	1948	" 2192, " 2198
6-7	2-8-0	1886	2203-4	50 2260-1
2ns 4	"	1887	2331	" 2258
8-10	"	"	2332-4	" 2262-4
11-13	4-8-0	"	2422-4	51 2600-2; 3600-2
31	0-6-0	1888	2674	" 372, 201
44	4-4-0	1889	2858	63 705
14	4-8-0	"	2859	51 2603; 3603
15-19	"	1890	3216-20	" 2604-8; 3604-8
32	0-6-0	1891	3605	" 373; 202
20	4-8-0	"	3606	" 2609; 3609
50-52	"	"	3607-9	" 2610-2; 3610-2
53-56	"	1893	3999-4002	57 2613-6; 3613-16
57	"	"	4029	" 2617; 3617
33	0-6-0	"	4030	51 374; 203
58-63	4-8-0	"	4186-91	57 2618-23; 3618-23
64-66	"	1897	4532-4	" 2624-6; 3624-6
67-71	"	1898	4698-4702	54 2627-31; 3627-31

rest 4-4-0. To CANADA SW. #400 rem 421, NYC 88

Beech Creek Extension RR

Inc. 3-26-1901 as consolidation of Susquehanna & Clearfield RR, Canoe Creek RR, and West Branch Valley R.R.

on 3-31-1905 Clearfield Southern RR, Pittsburgh & Eastern RR and Curwensville and Bower RR were merged in. On 12-30-1913 Hooverhurst & South Western RR merged in.

Leased to N.Y. C. 6-22-1905 although previously operated by NYC.

The various lines and their purpose:

Veating to Clearfield, 52.1 miles, Susquehanna & Clearfield RR and West Branch Valley RR to serve several coal mines and deliver coal to Williamsport on a water level route.
 Curwensville-Curry, 15.8 miles, Curwensville & Bower RR, served lumber industry and coal moving westward toward Ohio.
 Harmon to Invona, 26.8 miles. Clearfield Southern RR to serve lumber industry and later
 Mahaffey to Arcadia, 13 miles, Pittsburgh & Eastern RR to serve coal mines **COAL.**

Built in 1913 on former logging railroad grade up Potts Run to Carnwarth, 5 miles and 2.3 miles further up to coal mine. Mine closed 1934. ICC auth. aband. 10-22-1937 from mine back to Carnwarth.

ICC auth. aband. 3-31-1967 Carnwarth to Boardman, 2.7 miles

" 5-11-1973 4.9 miles Potts Run (near) to Carnwarth.

" 1-11-1982 1.4 mile Potts Run (final part of branch)

Blossburg & Corning RR

Corning & Blossburg RR

Inc. in N.Y. State 1854 at foreclosure, Corning to Lawrenceville, 15.6 miles. Track in Pa. less than 1/2 mile.

Operated by Fall Brook Coal Co. as an outlet for its coal.

Merged 1-1-1873 with Wellsboro & Lawrenceville RR to form Corning, Cowanesque and Antrim RR

Corning & Blossburg RR

Blossburg & Corning RR

(A N.Y. company but receiving its freight from Tioga RR in Pa. C&B inc. 1830s; B&C 1854

"Chemung" 4-2-0 Albany Iron Works 1839 Scrapped

"Susquehanna" 0-6-0 Baldwin 1847 287. Rbt. 1860 to 4-4-OT.

Buffalo & Erie RR

Inc. 5-15-1867 as a merger of Buffalo & State Line RR (N.Y. State) and Erie and North East

RR so as to form a railroad from Buffalo to Erie.

Merged 8-16-1869 into Lake Shore & Michigan Southern RR. Locs. f

Cambria County RR

Inc. 8-31-1896 Spangler to Wington Mines near Patton, 8 miles. Opened 3-1897. Connected with Cambria & Clearfield coal spur branch. Served West Branch Coal Co. mines. Built by Beech Creek RR and merged into B.C. RR 5-8-1898. No locos.

This line never connected directly to other N.Y. C. lines. Used trackage rights over the Pa. RR for the coal train. Abandoned in 1960s or at time of Penn Central merger.

Canoe Creek RR

Inc. 5-22-1900 Rossiter Jct. (Elbell) to Rossiter, 3.0 miles and opened early in 1901. Jefferson County, and Indiana County.

Consolidated into Beech Creek Extension RR 3-26-1901. Operated by N.Y.C. using trackage rights over Pennsylvania RR from McGees Mills. Served coal mine at Rossiter.

Aband. 12-13-1972 1.4 miles at Rossiter in Indiana & Jefferson Co.
 1.5 miles Rossiter Jct. to end.

Central Trunk Ry.

Inc. 4-11-1868 to build on the imcompleted road bed of the Pittsburgh & Erie RR from Jamestown west to Ohio State line, 5 miles. At Jamestown connected with Erie and Pittsburgh RR and the Jamestown and Franklin RR.

Built in 1871 as part of the Cleveland, Painesville & Ashtabula RR line connecting the oil fields of Oil City to Cleveland. No locos.

Merged 1-29-1909 into Jamestown, Franklin & Clearfield RR

Ab. 5-24-1982 JAMESTOWN WEST TO DORSET JCT, OHIO

Cherry Tree & Dixonville RR

Inc. 5-21-1903 and owned 50% by NYC and 50% by Pa. RR. Built Cherry Tree to Possum Glory, Indiana Co., 20.6 miles, opened Dec. 1, 1904 to serve coal mines.

Built Possum Glory Jct. to Idamar, 7 miles in 1907-08 to reach coal mines.

o locomotives. Merged into Penn Central RR 4-3-1970.

Main line - Cherry Tree to Idamar, 21.2 miles; Possum Glory Br. 9.0 miles; all other branches short: Buck Run Br. 1.8 mi. Clymer north; Wester & Sample Run Br. 2.2 mi. Clymer south; Loop Cut-off 1.2 mi, parallel line at Fleming Summit; Gallagher Br., .4 mi. at Commodore; Shanktown Br. .9 mi. at Shanktown; Rodkey Br. .4 mi. near Cyler; Long Run Br from .8 mi/ east of Rembrandt sta. to mine, .7 mi.; Price Run. Br. .5 mi. beginning .2 mi. west of Rembrandt sta.

ICC auth. aband. 1-21-1941 the last 1.4 miles of Possum Glory branch and 1/2 mile of part of Buck Run branch. Coal mines had closed in 1934.

" 1-20-1972 Clymer to end of Buck Run Br., 1.3 miles

Ab. 2-24-1982 Possum Glory north to Manver, 7.2 miles. (Jct. with Cambria & Ind. RR), near Clymer to Sample Run, 1 mile, .8 mile at Shanktown. Ab. 5-25-1984 .7 mi Clymer toward Sample Run (rest of br.)

Clearfield Southern RR

Inc. 7-6-1898 From Porters (Dimeling) to Irvona (or Belsina), 25 miles. To serve lumber industry, particularly that of the Clearfield Lbr. Co.
 Built Porters to Faunce, 7 miles, 1898 and to Carson Run (Cox), 6 miles 1899. Built on Potts Run or else lumber company built the line and sold it to the railroad. Built Potts Run Jct. to Irvona, 16 miles prior to 1905.
 Had locomotives. Railroad abandoned 1962 after years of little use. After lumber became exhausted some coal was hauled over the line from Irvona where connection made with Pa. RR
 Stock bought by NYC&HR Oct. 1, 1903 and corporation merged into Beech Creek Extension RR 3-31-1905
 Loco: #23, 4-6-0 and hand unknown origin.

ICC auth. aband. 1-11-1982 Dimeling (Porter) to Madera, 16.7 miles
 aband. in 1970s Madera to Irvona.

Cleveland, Painesville & Ashtabula RR

INC. IN OHIO. ACQUIRED FRANKLIN CANAL CO RR 10-4-1854 WHICH HAD

Opened Ohio State Line-Erie, Pa. 11-20-1852, 25 MILES.
 Leased 10-8-1867 Cleveland & Toledo RR and name changed to Lake Shore RR, Pa. Act. 3-31-68
 Trackage rights for Erie and Pittsburgh RR from Girard Jct. to Erie, 1864.
 Extension Ashtabula, Ohio to state line at Turner to Jamestown built in 1871 using Central Trunk Ry. charter.
 Pa. act suppl. 4-11-1866 allowed name change to Cleveland and Erie RR but apparently not done. Suppl. 3-31-1868 allows name change to Lake Shore Ry.

Mount Vernon	2-2-0	Locks & Canals	1839	ex Western RR "Worcester",	acq. 1850		
all locos.	4-4-0	LS&MS		R. Hilliard Taunton	1854	161	#162
Lion	Schen	1852	14	Vermont	Cuyahoga	"	174
Leopard	"	"	18	Rhode Island	"	"	176
Eagle	Cuyahoga	"	164	Virginia	"	"	177
Falcon	"	"	163	Cougar	Schen	1855	130 184
Illinois Souther	"	"		Wolf	"	"	132 185
Kentucky	"	"	Sold 1863	U.S. Mil/RR#23			
Ospray	Cuyahoga	"	165	Jaguar	"	"	136 186
Tiger	Schen	1853	31	Ocelot	"	"	138 187
Panther	"	"	32	Wm. Case	"	1857	208 188
Lynx	"	"	33	Madison	"	"	213 189
Painesville Taunton	"	"	141	30	4-2-4 Cooke	1859	"REINDEER"
Ashtabula	"	"	142	31	"	"	"
Alfred Kelly	"	"	151	19	Nevada	Schen	1863 316 179
Conneaut	"	"	152	21	Idaho	"	" 318 181
Kingville Souther	1854			36	Colorado	"	1864 321 196
Massachusetts Cuyah.	"	175		43	Mentor	"	1867 461 203
Xenia ? Hinkley	1851	c.n.	322	44	Perry	"	" 462 204

Conewango Valley RR

Inc. 3-24-1870 From Warren, North to N.Y. state line in Warren County, 13 miles
 Not built. Merged 11-23-1872 into Dunkirk, Allegheny Valley & Pittsburgh RR which then built the line, or else Dunkirk, Warren & Pittsburgh RR used the charter to build.
 ICC auth. aband. 12-8-71 Warren to Big Bend, 6.3 miles.

Corning, Cowanesque & Antrim RR

Inc. 1-1-1873 as merger of Wellaboro and Lawrenceville RR and Blossburg & Corning RR
 Acquired Cowanesque Valley RR 6-1-1874, Lawrenceville to Elkland, 12 miles.
 Built Elkland to Harrison Valley, 21 miles in 1881-or 82 to serve lumber and tannery industry. Later extended 1 mile to Mills.
 No locomotives; leased and operated by Fall Brook Coal Co. in 1873
 Reorg. 7-1-1892 as Fall Brook Ry.
 Abandoned ICC auth: 1-13-1964 13.0 miles Elkland to Westfield; aband. 1932-33 Westfield to Mills to Ulyesses, 15 miles.

Cowanesque Valley RR

Inc. 4-9-1869 Lawrenceville, Tioga Co. to Cowanesque Valley to Buffalo & Washington RR.
 Built Lawrenceville to Elkland, 12 miles, 1873.
 Intended to serve agricultural valley and tannery industry.
 Merged 6-1-1874 into Corning, Cowanesque, and Antrim RR
 Probably no locos. Cowanesque Valley Jct. (Lawrenceville) to Elkland ICC auth. aband. 9-14-1971, 11.4 miles

Curwensville & Bower RR

Inc. 3-31-1903
 Built Curwensville to Curry probably in 1904 to serve lumber area and provide outlet for coal moving north and west. Connected at Curry with Beech Creek RR
 Merged into Beech Creek Extension RR 3-31-1905. No locos. Aband prior 1936.

Dunkirk, Allegheny Valley & Pittsburgh RR

Inc. 12-1-1872 as merger of Warren & Venango RR (Warren to Titusville) and Dunkirk, Warren & Pittsburgh RR (Dunkirk, N.Y. to Warren)
 Intended to give N.Y.C. RR access to oil fields. Dunkirk to Titusville, 90.6 miles.
 Leased to N.Y.C. 12-1-1872 but operated independently with own locos until shortly after 1900
 Aband. Warren to Titusville in 1968 after years of very little freight. Locos - Next Page

Dunkirk, Warren & Pittsburgh RR

Inc. in N.Y. State
 Built Dunkirk, NY to state line, 41 miles, in 1869 and State Line to Warren, 13 miles in 1871. (probably built in Pa. using charter of Conewango Valley RR although Poor's Manual doesn't say so.)
 Built by N.Y.C. RR. Had locomotives.
 Merged with Warren and Venango RR (Warren to Titusville) 12-1-1872 to form Dunkirk, Allegheny Valley & Pittsburgh RR.

Dunkirk, Warren & Pittsburgh RR
 Dunkirk, Allegheny Valley & Pittsburgh RR

continued

DW&P built in 1871 from Dunkirk, N. Y. to Warren and on 12-1-1872 reorganized by merger into DAV&P. Leased to NYC 1872 but operated separately until after 1900

1	4-4-0	Pittsburgh	1870	74	
2	"	"	"	107	
3	"	"	1871	145	
4	"	"	"	143	
5	"	"	"	144	
6	"	Brooks	1872	110	ex Warren and Venango #1
7	"	"	"	111	"
8	"	"	"	134	"
9	"	"	"	140	"
10	"	"	"	147	"

? 0-4-0 NY Locq. 1887 246 ex Grand Central Station #1. To DAV&P in 1895. Sc.1908

The railroad probably used New York Central locomotives

Erie & North East RR

Inc. 4-12-1842 to run from Erie to N.Y. State line in North East Twnp.
 Suppl. 10-6-1855. Charter revoked due to railroad not completed in time. Existing track taken over by the state. To be restored to its original intention to bring the New York & Erie RR to Erie. Laid as 6' gauge. If the company builds a branch to harbor of Erie and meets with Cleveland, Painesville & Ashtabula RR, charter will be restored. It must discontinue any connection south of the harbor with any other railroad running westward.

Act. 4-22-1856. Charter restored. May construct Pittsburgh & Erie RR from Erie to Mercer County coal field and take over portion of the P. & E. (only used 9 miles of it.)
 Suppl. 4-1-1858. May be completed by Erie and Pittsburgh RR with E.&N.E. buying stock of E. & P.

Built Erie to N. Y. State line in 1852. Had locomotives in 1860.

Merged 5-15-1867 into Buffalo & Erie RR

opened 1-19-52 AS 6' ga. Connected with Buffalo & State Line, 4'10" ga. EX NE gauge then "Marathon" (probably name on subsequent owner) 4-4-0 (?) Norris built 1853 or slightly earlier. Sold 1853 to Syracuse & Binghamton RR in 1853 changed. In 1853 B.S.L. began buying stock control.

Fall Brook Ry.

Inc. 7-1-1892 as name change of Corning, Cowanesque & Antrim RR. Owned by the Fall Brook Coal Co. Track - Corning to Antrim 51.7 miles, Cowanesque Valley to Mills, 33.3 miles. Built Mills to Ulysses, 6.5 miles in 1894-95 and connected there with Coudersport and Port Allegany RR. Aband. 1933-32. Ulysses to Westfield, 15 miles

Leased to N. Y. C. 5-1-1899.

Obtained 7.2 miles Blossburg to Fall Brook (coal mines) from Fall Brook Coal Co. in the 1890s. This line was torn up 1902-03.

Merged 2-4-1909 into Geneva, Corning & Southern RR along with Pine Creek RR and Syracuse, Geneva and Corning RR. Leased to NYC 4-1-1909

Fall Brook Coal Co.

Inc. 4-7-1859 to hold 6000 acres in Bloss, Union, and Ward Twnps, Tioga County, and build a railroad from their mines to Tioga RR, not over 15 miles.

Suppl. 5-3-1864 may lease Tioga RR and the Blossburg and Corning RR in N. Y. State so as to operate coal trains from their Fall Brook mines to Corning.

Had locos.

Leased 1884 the Pine Creek RR (Stokesdale Jct., near Wellsboro, to Newberry, near Williamsport, 74.8 miles. and leased Corning, Cowanesque and Antrim Ry, Corning to Antrim, 53 miles and Lawrenceville to Harrison Valley, 32 miles.

Only track owned Blossburg to Fall Brook, 7.2 miles, built in early 1860s probably.

This track turned over to Fall Brook RR in 1890s.

Pine Creek Ry lease terminate in 1899 and taken over by N.Y.C., also CC&A RR.

In 1876 it purchased 3 locomotives from Morris Run Coal Mining Co. which evidently were not mining engines as they were numbered into the railroad's number series. The Morris Run Coal Mining Co. may have built the track from Morris Run to Blossburg. Pours throughout the 1870s does not mention FBCCo. owning this line, but Morris Run isn't listed either.

						NYC #
1	Fall Brook	4-4-0	N.J. L&M.	1860	248	
2	Seymour	"	"	1863	343	
3	Deacon Lovejoy	4-4-0	"	1864	377	Sold to Blossburg Coal, Mining & RR Co. in 1866
3	Tioga	4-4-0	Schen.	1880	1265	
4	Benjamin	4-2-0?	Bald.	1839	131	ex Tioga RR "Tioga" rebuilt & renamed
4	Ulysses	4-4-0	Schen	1893	4125	706
5	Jonathan	4-2-0?	Bald.	1840	159	ex Tioga RR "Canisteo" rebt. & renamed
5	Columbus	4-4-0	Schen	1893	4126	707
6	Paul		Swineburn			ex ?, bought 1869 & rebt.
7	Lark (1)	4-2-0?	Baldwin?	1840?	150?	maybe ex Tiona RR "Comhocton", rebt. & ren.
7	Interstate	4-4-0	Schen	1888	2238	708

Fall Brook Coal Co. - Fall Brook Ry. cont.

8	Schuyler (1)	2-6-0	N.J.L.&M	1863	344	
8	Pritchard	4-4-0	Schen	1894	4236	709
9	Seneca	"	"	1863	302	
9	"	"	"	1897	4540	710
10	Chemung	"	"	1866	419	
10	Presho	"	"	1894	4237	711
11	Ward	0-6-0	NJL&M	1866	465	
11	"	4-4-0	Schen	1897	4541	712
12	Steuben	4-6-0	"	1873	880	
13	Sam Patch	"	"	"	883	Original name "Salt Point"
14	Antrim	"	"	1874	964	
15	Lawrence	"	"	"	"	ex Morris Run Coal Mining Co.
16	J. P. Haskin	2-6-0	Schen	1885	2001	" " " " "
17	Nearing	"	"	"	"	" " " " "
17	W. S. Nearing	2-6-0	Schen	1885	2002	
18	Beaver	4-4-0	Brooks	1874	226	ex McKean & Buffalo #1
19	Dundee	"	Schen	1877	1078	
20	James H. Rutter	"	"	1878	1086	714
21	Vates	"	"	1879	1118	
22	Ontario	2-6-0	Rogers	1873	2271	ex Indianapolis, Bloom & West. #60.75c by 1879
23	Wayne	4-6-0	Schen	1880	1271	
24	New York	4-4-0	Schen	1880	1341	713
25	Pennsylvania	"	"	1881	1372	
26	Reading	2-6-0	Schen.	"	"	ex ?, 1885 & rbt. 1844
27	Corning	"	"	1882	1578	1845
28	Geneva	"	"	"	1579	
29	Morris Run	2-8-0	"	1883	1677	2265
30	Blossburg	"	"	"	1678	2266
31	Wallaboro	"	"	"	1679	2267
32	Stokesdale	"	"	"	1680	2268
33	Middlebury	"	"	"	1681	2269
34	Lathrop	"	"	"	1682	renamed Elkland after bad wreck, 1885.
34	Nelson	"	"	1888	2546	renumbered 77
35	Osceola	"	"	1883	1683	2270
36	Westfield	"	"	"	1684	2271
37	Knoxville	"	"	"	1685	2272
38	Lindley	"	"	"	1686	2273
39	Pine Creek	"	"	"	1687	2274
40	Susquahanna	"	"	"	1688	2275
41	Lycoming	"	"	"	1689	2276
42	Williamsport	"	"	"	1690	2277
43	Jersey Shore	"	"	"	1691	2278
44	Potter	0-4-0	Bald. rebt. NJRR&T	"	"	Co. 1864, Pa. RR #702
45	Mulhollon	4-4-0	Norris	1854	"	ex. Pa. RR #81
46	Blue Line	2-6-0	Schen.	1884	1872	
47	White Line	"	"	"	1873	1846
48	Red Line	"	"	"	1874	1847
49	Nickle Plate	"	"	"	1875	1848
50	Merchants Dispatch	"	"	"	1876	1849
51	Watkins	"	"	1885	1942	1850
52	Himrods	"	"	"	1943	1851
53	Fresden	"	"	"	1944	1852
54	Lyons	"	"	"	1945	1853
55	Penn Yan	"	"	"	1946	1854
56	Cowanesque	"	"	"	2004	1855
57	Post Creek	"	"	1886	2132	1856
58	Rock Stream	"	"	"	2133	1857
59	Slate Run	2-8-0	"	1888	2547	1858
60	Newberry	"	"	"	2548	2279
61	Keuka	"	"	1889	2725	2280
62	Cedar	"	"	"	2805	2281
63	Lathrop	"	"	1890	2992	2282
64	Gammal	"	"	"	2993	2283
65	Ansonia	"	"	"	2994	2284
66	D.S.F.	*	"	"	3051	2285
67	J.M.F.	*	"	"	3052	2286
68	Junior	*	"	"	3053	2287
69	Southern Tier	"	"	1891	3534	Sold to Coal Fields RR & sc. about 1941. 2288
70	Northern Tier	"	"	"	3535	2289
71	Tladaghton	"	"	1892	3683	2290
72	Blackwells	"	"	"	3684	2291
73	Harrison	"	"	"	3685	2292
74	Cascade	"	"	"	3757	2293
75	Moreland	"	"	"	3758	2294
76	Roundtop	"	"	"	3759	2295
77	Nelson	"	"	"	"	renumber from 34 2296
78	Holiday	"	"	1894	4233	2297
79	Earle	"	"	"	4234	2298
80	Waterville	"	"	"	4235	2299
81	-	"	"	1895	4395	ex Pittsburg & Eastern 2300
-	John	4-2-2	Corning shop built 1880, rbt 1888-90 Insp. Loco.			
-	John		Insp. engine built prior 1880 but too small			
-	D.S.E. - Duncan		S. Ellsworth, J.M.E. - John Magee Ellsworth; Junior - John Magee, Jr.			

(1) These two locomotives had tenders removed and used as switchers at Corning.

FRANKLIN CANAL CO. RR INC. 4-27-1844. AUTHORIZED TO BUILD A RR 4-9-1849
 BUILT ERIE HARBOUR TO OHIO STATE LINE, 25 1/2 MILES, BEGUN 1849 AND
 OPENED 11-20-1852. OPERATED BY CLEVELAND, PAINESVILLE & ASHTABULA RR.
 WHICH ACQUIRED THE COMPANY 10-4-1854.

Franklin & Clearfield RR

Inc. 6-19-1902 Franklin to Brookville, 56 miles.

Built by 1-1-1909 Belmar to Welch, 50 miles (1907-08 probably), Welch to Ross Siding, about 5 miles which is 2 miles west of Brookville and the jct. with the Pa. RR.

Built by N.Y.C. for shipping Clearfield coal west bound.

Merged 1-26-1909 into Jamestown, Franklin & Clearfield RR.

This was the last major railroad construction in Pa. except for the Western Maryland to Connesville.

Ab. BELMAR TO REIDSBURG, 1948, COAL MINING EXHAUSTED IN GENEVA, CORNING & SOUTHERN RR JEFFERSON & CLEARFIELD COUNTIES

Inc. 2-4-1909 as consolidation of Pine Creek Ry, Fall Brook RR and Syracuse, Geneva & Corning RR (N.Y. State). Leased to N.Y.C. 4-1-1909 and merged into NYC 12-22-1914 along with Dunkirk, Allegheny Valley & Pittsburgh, and other rail companies.

Hooverhurst and Southwestern RR

Inc. 5-2-1902 to take over logging railroad of N. L. Hoover, Hooverhurst, Indiana County to Wilgus, 9 miles (coal mine) and other coal mine spur branches.

Independent with locomotive. →

*10 2-8-0 Schen. 1905 38878 Became N.Y.C. 2298

Sold 12-30-1913 to Beach Creek Extension RR.

SC. 1915

ICC auth. aband. 1-16-1942 Gorham Mines near Hooverhurst to near Wilgus, 3.1 miles. Built 1902 - Last mine closed 1937

Jackson Coal Co. RR

Inc. 2-26-83 from near Stoneboro (1 mile south at end of Mercer Iron & Coal Co's 1 mile branch built in 1873) south to Grove City; Pine Twp, 10 miles. Built 1883 4 to 5 miles from Mercer's track south to Jackson Center to serve Filer & Westermann's coal mines. Torn up after 1911.

Jamestown & Franklin RR

Inc. 4-5-1862 Jamestown, Mercer Co. to Franklin, Venango Co.

Suppl. 3-9-1863. May hold 3000 acres mineral lands and build branch railroads.

Suppl. 4-19-1864 May extend to Latona village, Cranberry Twp, Venango Co.

Leased to Cleveland, Painesville & Ashtabula RR 1864

Built Jamestown to Franklin, 43 miles, by 1864. Extended to Oil City 1869 or 1870 with tunnel.

Intended to reach oil fields for shipping oil west on N.Y.C. to Rockefeller refinery at Cleveland.

By 1873 had 1 1/2 mile coal branch at Stoneboro. Mercer County

Not mentioned in Poores but shown on 1911 topo map is 5 mile line south from Stoneboro to Jackson Center and jct. with Pa. RR (New Castle and Franklin RR) Torn up by 1925 as not on a 1925 map.

In 1954 1.1 mile between Franklin and Oil City aband.

ICC auth. aband. 12-9-1965 Reno to Oil City at jct. with Pa. RR, 3.7 miles

" 12-21-1981 2.0 miles Reno west toward Franklin (2 miles east of Franklin) Eclipse)

" 2-25-1982 8.5 mile Franklin to Polk Jct. and branch to Polk State School, .8 mile

and 2.2 miles Eclipse west to Franklin.

1984 Ab. JAMESTOWN TO POLK JCT. TO BELMAR. COAL MINING EXHAUSTED

Jamestown, Franklin & Clearfield RR

Inc. 1-26-1909 as consol. of Jamestown & Franklin RR, Franklin & Clearfield RR, Central Trunk Ry and Jackson Coal Co. Railroad.

Ran from state line to Jamestown to Rose Siding, 103.6 miles; Franklin to Oil City, 9 mi. and Polk Jct. to Belmar, 10.7 miles. Not listed in Poores but shown on 1911 topo map

is Stoneboro south 5 miles to Jackson Center - **JACKSON COAL CO'S RR**

Opened to Brookville (using Pa. RR trackage rights from Rose Siding, 2 miles west, 9-26-1909. Op. by N.Y.C. for Clearfield County coal.

Merged into N.Y.C. 4-7-1915

Jersey Shore, Pine Creek & Buffalo Ry

Inc. 2-17-1870 Jersey Shore up Pine Creek and over to Port Allegheny, 118 miles.

Opened 7-1-1883 Stokesdale Jct. (near Wellsboro) to Jersey Shore and Newberry in Williamsport. First regular service 6-4-1883. Intended to carry coal from Clearfield County mines

Construction not begun on railroad until 1880-81.

Name changed 6-6-1884 to Pine Creek Ry. Leased to Fall Brook Coal Co. 1884

Built 1881-83 by Reading and N.Y.C. interests. No locos.

Did some grading Coudersport to Port Allegheny.

Op. dis. 10-1986 WELLSBORO JCT. TO JERSEY SHORE, 60 miles.

Lake Shore RR

Act. 10-8-1867. stockholders may change name of Cleveland, Painesville & Ashtabula RR and merge with Cleveland & Toledo RR.

Act. 3-31-1868 name changed to Lake Shore RR.

Merged 4-6-1869 with C.&T. to form Lake Shore RR. merged 5-27-1869 with Michigan Southern to form Lake Shore & Michigan Southern RR (Erie to Ohio state)

Lake Shore & Michigan Southern RR

Organ 5-27-1869 as merger of Lake Shore RR and Michigan Southern RR.

8-16-1869 Buffalo & Erie RR merged into LS&MS, 49 miles.

Leased 1869 to NYC&HR. Merged into NYC 7-20-1914

Loyalhanna & Youghiogeny RR

Inc. 6-18-1894

Consol. 1-3-1895 into Pittsburgh & Eastern RR. Not built

Philadelphia & Pittsburgh RR

Inc. 5-5-1893 Mahaffey to Kittanning, 40 mi.
 Cosol. 1-3-1895 into Pittsburgh & Eastern RR not built

Pine Creek Ry

Inc. 6-6-1884 as name change of Jersey Shore, Pine Creek & Buffalo RR. Stokesdale Jct. to Newberry, 74.8 miles.
 Had been constructed by NYC and Reading Ry money. Leased to Fall Brook Coal Co. 1884 and leased changed to N.Y.C. 5-1-1899.
 Merged 2-4-1909 into Geneva, Corning & Southern RR

Pittsburgh & Eastern RR

Inc. 3-20-1894 to run Crab Tree, Westmoreland Co. to Whites Sta. Indiana Co. Reinc. 1-3-1895 as consolidation of P.&E. RR, Philadelphia & Pittsburgh RR and Loyalhanna and Youghiogheny RR
 Built Mahaffey to Arcadia (Fuller Run), 13.5 miles. Opened 12-1-1896, and Burnside to Cherry Tree, 9.0 miles, opened 9-1-1903. Construction begun April 1896
 Originally independent with locomotives, projected from Mahaffey to West Newton (south of Pittsburgh on P.&E RR)
 NYC&HRR acquired most stock in 1898-99 and leased to Beech Creek Extension RR. Merged into B.C.Ext. RR 3-31-1905

ICC auth aband. 2-24-1982 6.0 miles Dowler Jct to end of track near Hooverhurst. All coal mine spurs around Hooverhurst torn up earlier.

NOT DELIVERED. SENT TO:

#1 2-8--0 Schen 4395 1896 New. FALL BROOK #81, REN NYC. 2301 SC.1913
 2 2-6-0 " 4909 1898 New. NYC 786

Susquehanna & Clearfield RR

Inc. 12-8-1879 and soon after built Karthaus to Keating, 22.8 miles and Three Run Br. 2.1 miles (aband. by 1910)
 Operated by Pa. RR from 7-23-1884 to serve coal mines around Karthaus until Beech Creek Extension RR built to Karthaus in 1902-03. No Locos.
 Sold to New York Central 3-26-1901 and reorganized as Beech Creek Extension RR.

Susquehanna & Southwestern RR

Inc. 8-16-82 Jersey Shore to Ansonville (where there were coal mines), Clearfield Co.
 Reorg. 3-- 1883 as Beech Creek, Clearfield & Southwestern Ry.
 Not built. as S&SW

Warren & Venango RR

Inc. 10-6-1871 Warren to Oil City to serve oil industry, 50 miles
 Built Warren to Titusville, opened 8-20-1871
 Merged 12-1-1872 with Dunkirk, Warren & Pittsburgh RR to form Dunkirk, Allegheny Valley & Pittsburgh RR, Dunkirk to Titusville.
 Locomotives. Operated by DAV&P, built by NYC interests.
 ICC auth: Aband. 11-23-1966 Titusville to Irvineton, 29.8 miles; 6-29-1966 Irvineton to Warren, 5.5 miles.

1	4-4-0	Brooks	1872	110	DAV&P	#6
2	"	"	"	111	"	7 (first)
3	"	"	"	134	"	8
4	"	"	"	140	"	9
5	"	"	"	147	"	10

Wellsboro & Lawrenceville RR

Inc. 3-20-1868 Lawrenceville to Elkland and McKean County. Could be 6' gauge.
 Built 1871 Wellsboro to Lawrenceville, 28 miles.
 Merged 1-1-1873 with Blossburg & Corning RR to form Corning, Cowanesque and Antrim RR
 Built Wellsboro to Antrim to reach coal mine in 1872. ICC auth aband. all 5-6-48, 12.3 miles.
 Not sure for what purpose originally constructed unless for coal.

West Branch Valley RR

Inc. 11-7-1898 Karthaus to Clearfield, 29.0 miles ^{built} Road completed summer 1902.
 Consolidated 3-26-1901 into Beech Creek Extension RR. Inc: Clearfield to Williamsport, 111 mi.

NEW YORK, ONTARIO & WESTERN RR

N.Y.O.&W. RR

Inc. in N.Y.

Ontario, Carbondale & Scranton RR

Inc. 10-3-89

Hancock & Pennsylvania RR

Inc. in N. Y. State

Scranton & Forest City RR

Inc. 11-21-88

Forest City & State Line RR

Inc. 3-16-89

LEASED
6-30-90

10-3-89

Forest City & State Line RR
Inc. 3-16-1889 Forest City, Susq. County to Buckingham Twp, Wayne Co., 28 miles. Merged with Scranton & Forest City RR 10-3-89 to form Ont., Carb., & Sc. RR No construction work done.

Scranton & Forest City RR
Inc. 11-21-88 Scranton to Forest City, 22 miles. Merged with Forest City & State Line RR and Hancock & Penna. RR(N.Y. State) 10-3-89 to form Ont., Carb. & Sc. RR. No construction work done.

Ontario, Carbondale & Scranton RR
Inc. 10-3-1889 in N.Y. and Pa. to build from Cadosia, N.Y. to Scranton, 54 miles as a merger of 3 paper railroads (shown above.) Opened 7-1-1890 and leased to NYO&W 6-30-90. Also constructed 19 miles of mine branches. No equipment. Used C.N.J.'s Scranton round-house .4 miles south of Scranton CNJ-NYO&W depot to turn engines. Operations discontinued 3-29-1957 and track removed 1958.

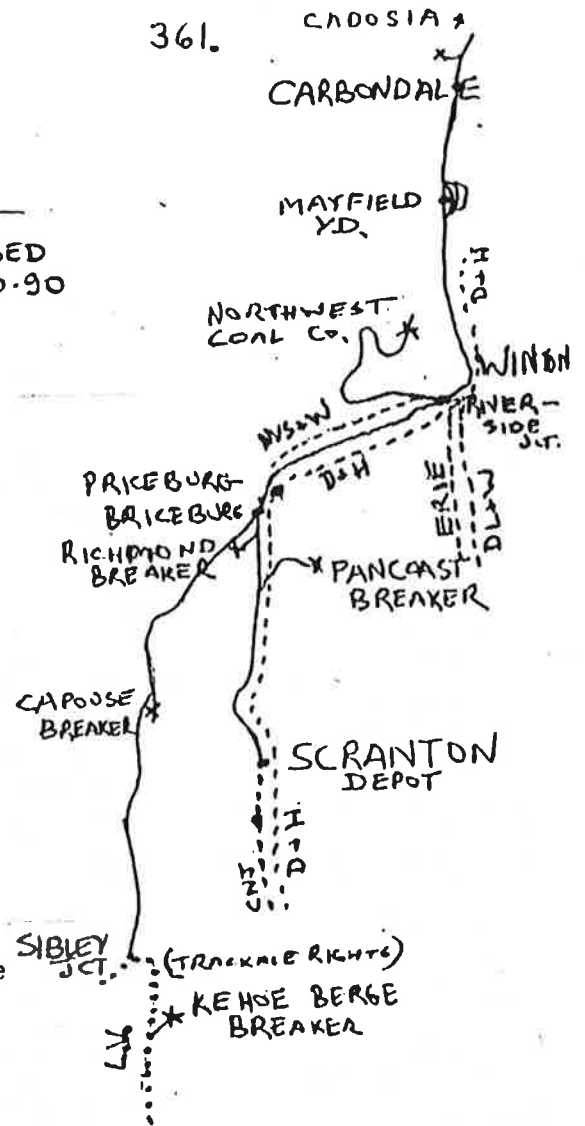
Mayfield Yard was the freight yard for assembling coal trains and mine runs.

NYO&W had no other subsidiary railroad companies in Pennsylvania.

At Winton there were 5 line haul railroads all within 1/4 mile of each other - the only place in the United States so many railroads had their own lines so closely together.

NYO&W built Capouse Br., 4.6 miles, and extended it to L.V.RR at Sibley Jct. 6-15-1910.

ICC authorized aband. Northwest Coal Co. branch 6-17-1949, 2 miles.



Map of mine branches, main line and breakers on the NYO&W.

Locomotive Records

2-8-0s worked mine runs and 2-10-2s handled the main line coal trains.

ABANDONED TRACKAGE IN PENNSYLVANIA

Due primarily to discontinuance of anthracite mining and the closing of smaller bituminous mines, logged off timber lands, merging of paralleling lines and abandonment of one, and Conrail's preference of trucking freight to piggy back loading terminals, a large amount of trackage in Pennsylvania is now gone.

The first significant abandonments occurred in the mid 1870s near Oil City in Venango County following the oil boom. The second major abandonments were in the early 1890s of the narrow gauge Bradford, McKean County, area narrow gauge oil boom railroads. During the following 15 years the remaining narrow gauge lines were either torn up or changed to standard gauge.

The 270 or more logging railroads were mostly gone by 1915 although the last remained until 1948 to serve the Susquehanna Chemical Co. at Hallton, Elk County. Only one piece of logging railroad track remains in existence today. It is used by the Cambria and Indiana RR for coal.

Several common carrier railroads built to serve rock quarries were all gone by 1930, and the private railroads serving brick plants bringing clay down off the mountains are all gone, the last at Sproul in Blair County being taken up about 1950.

All the private coal mining railroads disappeared by the early 1930s. As far as is known none of these, which had their own locomotives hauling cars to a common carrier railroad, had its line taken over by the common carrier.

With the development of trucks and automobiles in the late teens, the needs for short line railroads serving basically agricultural areas diminished. Most of these were narrow gauges. During the 1920s they gradually closed with the final ones expiring in the Depression.

However, prior to 1930 similar lines owned by the major carriers continued in use although undoubtedly most were unprofitable, there being insufficient population to warrant a railroad. The railroads having such branches were sufficiently profitable that these losses could be absorbed. During the Depression some of these lines began being abandoned and tie replacement was all but eliminated so that in the 1940s the tracks had deteriorated to an unsafe condition and abandonment followed.

Following World War II anthracite mining rapidly declined, and branches of the hard coal railroads began being removed. Soft coal mining diminished because of steam locomotives were replaced by diesels and post war expansion used oil for heat. Many soft coal mines closed and the branches serving them were torn up. The Pennsylvania RR in Cambria and Clearfield Counties was particularly hard hit.

The reduction in coal mining weakened the financial strength of most railroads in Pennsylvania, and with better highways with resulting allowed increases in truck length and tonnage capacity, much merchandise and steel hauling went to trucks. This caused the merger of the New York Central and Pennsylvania RR.

The Penn Central disaster and railroading in general decline was significantly aided by union managements who have done their best to prevent railroads meeting their capabilities of potential. The five man crew (eventually changed to 4 men) and the 100 miles for a days pay in many instances could be a two man crew and 300 miles within eight hours. The Florida East Coast Ry proved this after they went non union. It is said that instead of losing a billion dollars, the Penn Central would have made a billion had they had the work rules of the F.E.C.Ry.

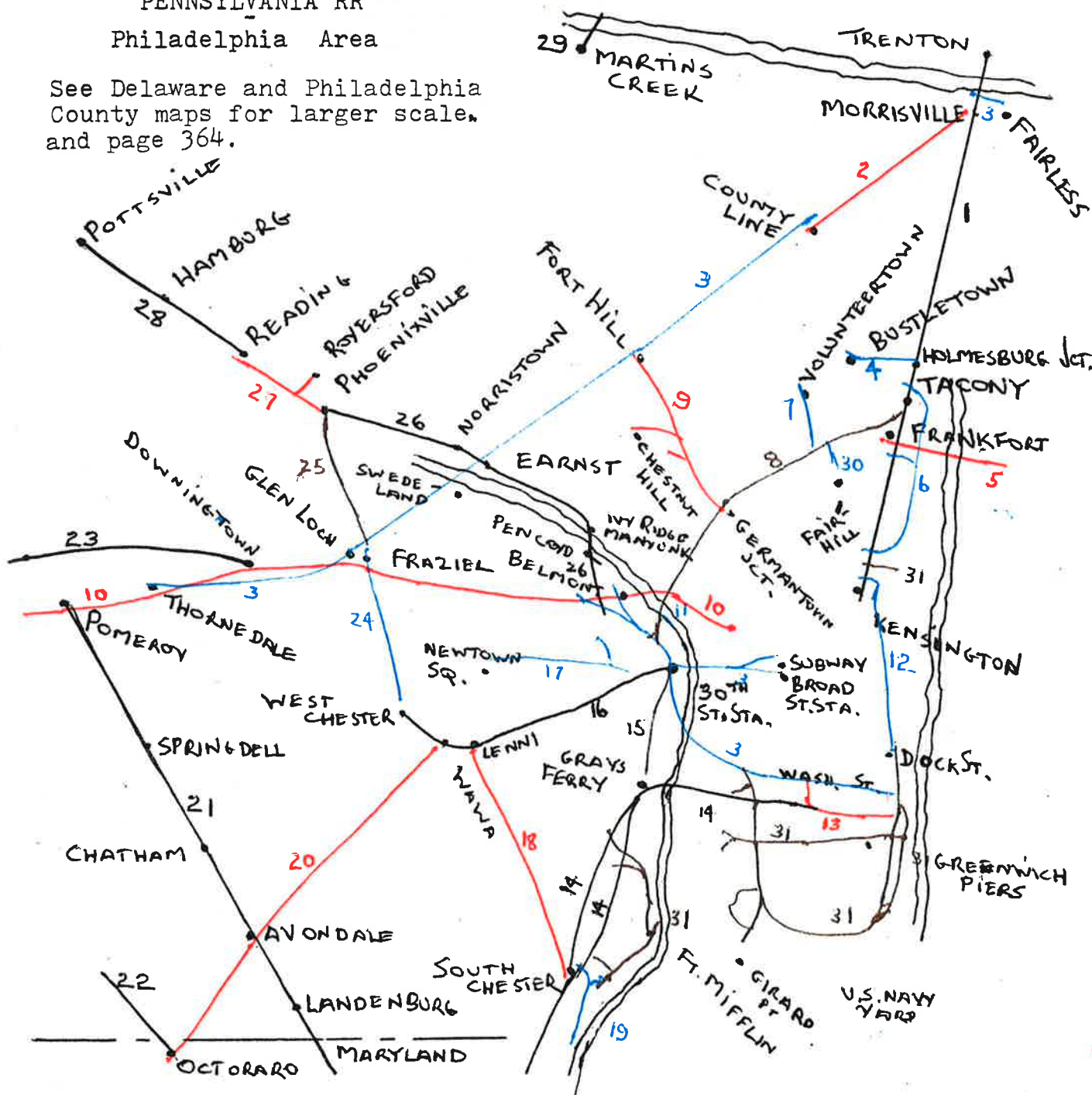
The Penn Central merger resulted in few abandonments in Pennsylvania because they had few competing lines except for the Pittsburgh & Lake Erie - Penna. RR, and there was plenty of freight for both of them.

The Conrail merger was put together to save the Penn Central by "sacrificing" the Lehigh Valley, D.L.&W.-Erie, and to a lesser degree the Reading. As all key Conrail personnel were former Penn Central management, they rerouted all possible freight off the sacrificed lines onto Penn Central lines to make them profitable. When Conrail took over on April 1, 1976 some closely paralleling or very lightly used lines were not taken in by Conrail. Most were abandoned, but the state took over several. For the first five years of Conrail's existence they were allowed to abandon little additional track.

Conrail decided to develop itself as an east-west hauler. Branch line customers were offered piggy back service to transfer terminals at Pittsburgh, Harrisburg, and Philadelphia, or required to pay a high surcharge for track maintenance. By piggy backing, service was faster and one truck driver eliminated two expensive terminal switching operations and the local freight crew. Local service was cut from daily to once or twice weekly. As a result many branches were abandoned although the state took over a few - leasing them out to newly formed non union railroad companies which operate with a two man crew as frequently as needed. Carload shipments have increased on most of these lines, and it is evident that some lines, which had track removed, probably should not have.

PENNSYLVANIA RR
Philadelphia Area

See Delaware and Philadelphia County maps for larger scale, and page 364.



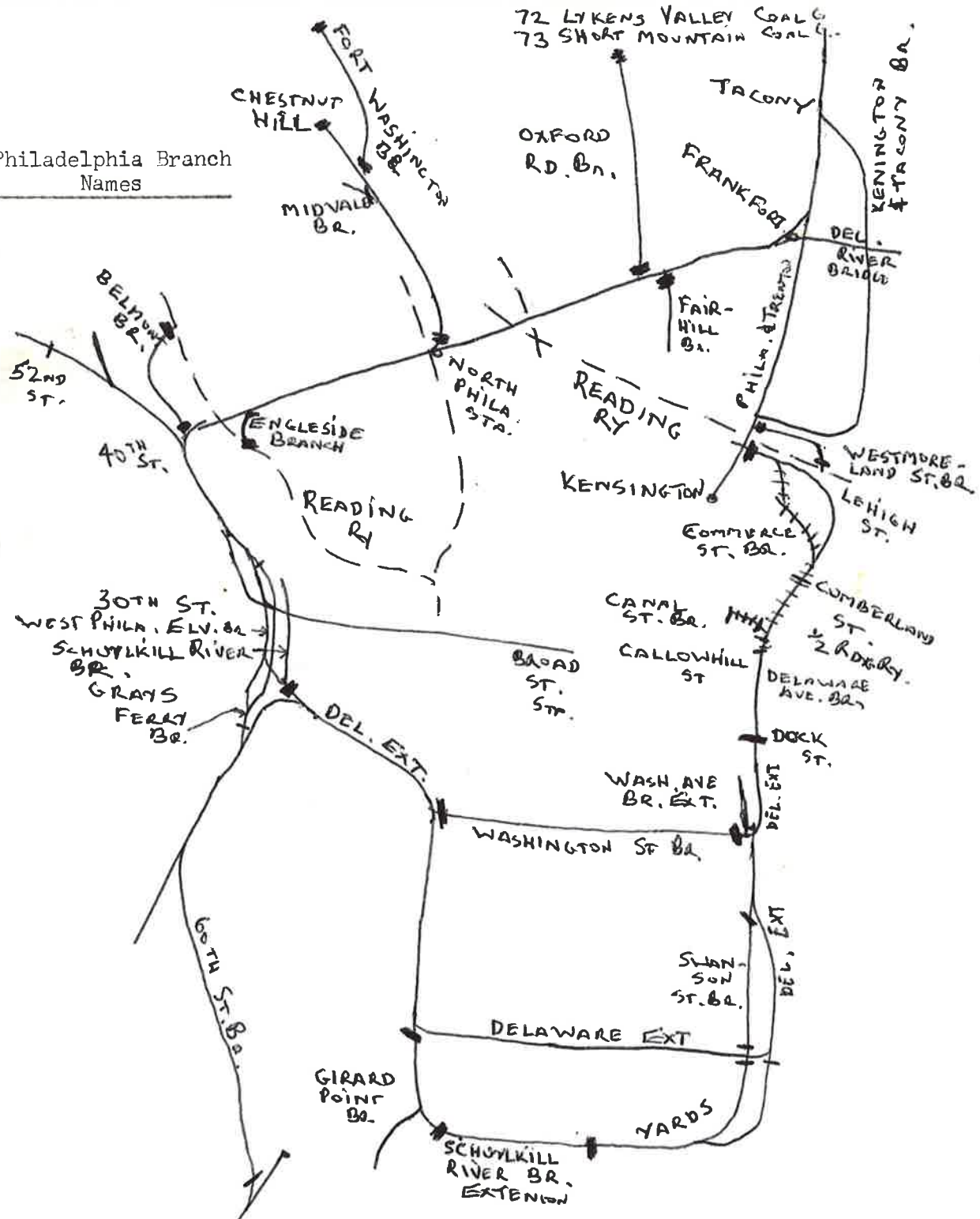
- | | |
|--|--|
| 1. Philadelphia & Trenton RR E | 17. Phila. & Delaware County RR |
| 2. Trenton Cut-off RR | 18. Chester Creek RR |
| 3. Pennsylvania RR E | 19. South Chester RR |
| 4. Frankford & Holmesburg RR | 20. Phila. & Baltimore Central RR E |
| 5. Pennsylvania & New Jersey RR | 21. Pennsylvania & Delaware RR |
| 6. Kennsington & Tacony RR | 22. Columbia & Port Deposit RR |
| 7. Phila, Bustleton & Trenton RR | 23. East Brandywine & Waynesburg RR |
| 8. Connecting RR | 24. West Chester RR E |
| 9. Phila., Germantown & Chestnut Hill RR | 25. Phoenixville & West Chester RR |
| 10. Philadelphia & Columbia RR E | 26. Phila, Norristown & Phoenix. RR |
| 11. Engleside RR | 27. Phoenixville, Pottstown & Rdg. RR |
| 12. River Front RR | 28. Reading & Pottsville RR |
| 13. Southwark RR E? | 29. Martins Creek Ry. of Penna. |
| 14. Phila, Wilm. & Baltimore RR E | 30. Fairhill RR |
| 15. Junction RR | 31. Unknown |
| 16. West Chester & Phila. RR E | Eddystone & Delaware River RR (not mapped) |

E - Railroad had locomotives.

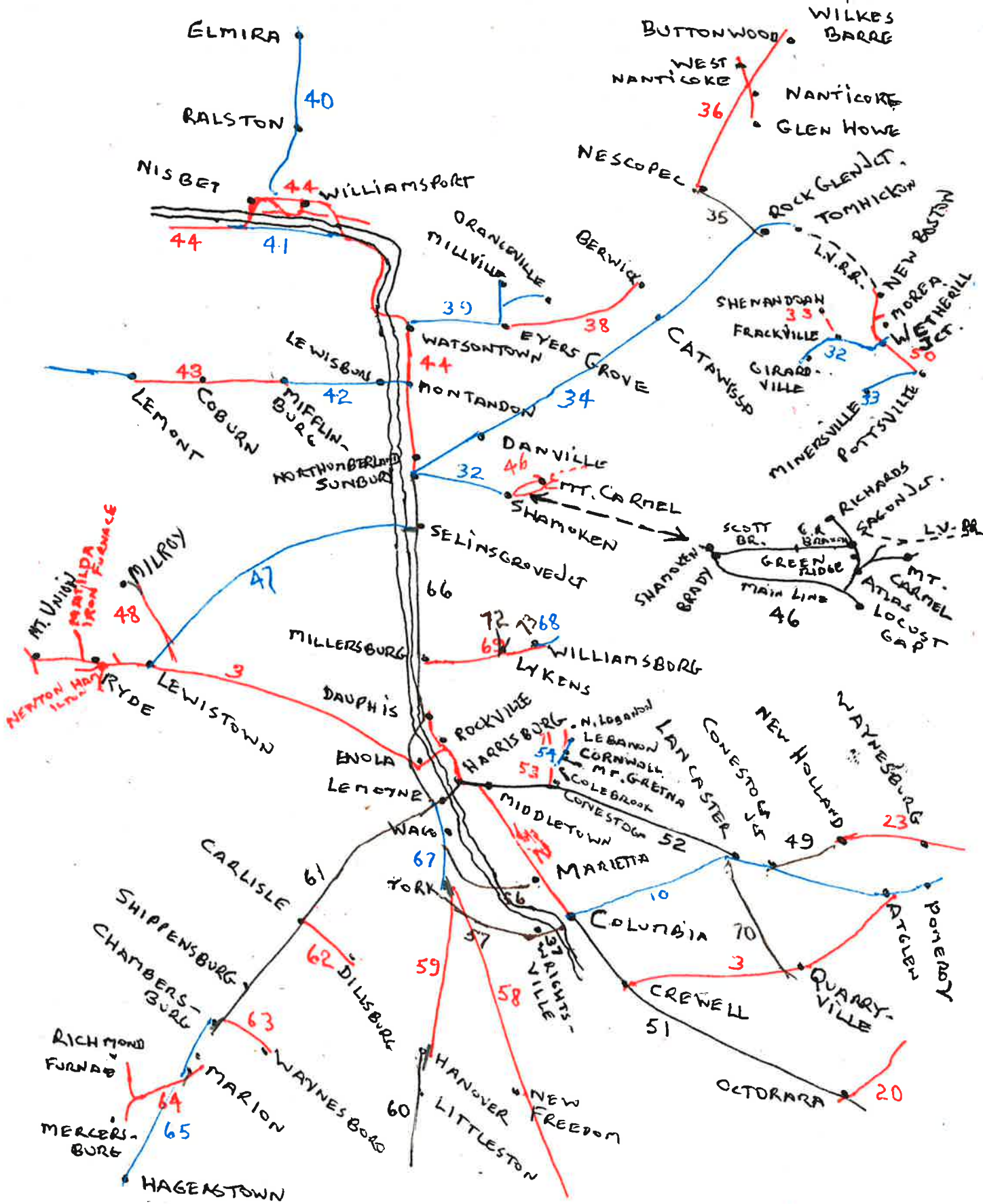
Hard Coal Fields and Susquehanna River

- | | | |
|---------------------------------|---|-------------------------------|
| 3. Pennsylvania RR | 44. Sunbury & Erie RR | 59. Hanover & York RR |
| 10. Phila. & Columbia RR E | 46. Phila. & Sunbury RR E | 60. Littleston RR |
| 32. Danville & Pottsville E | 47. Sunbury & Lewistown | 61. Cumberland Valley RR |
| 33. Pa. Schuylkill RR | 48. Mifflin & Centre Co. | 62. Dillsburg & Mechanicsburg |
| 34. Danville, Hazleton & W.B. E | 49. Downingtown & Lanc. | 63. Mont Alto RR E |
| 35. Nescopec RR | 50. Pottsville & Mahanoy | 64. So. Penna Iron & RR |
| 36. North & West Branch RR | 51. Columbia & Port Dep. | 65. Franklin RR |
| 37. Columbia Bridge Co. | 52. Haarisburg, Portsmouth, Mt. Joy & Lanc. E | |
| 38. Susq., Blooms. & Berwick E | 53. Colebrook Valley RR E | 66. Northern Central RR E |
| 39. Wilkes Barre & West. E | 54. Cornwall & Lebanon E | 67. York & Cumberland RR |
| 40. Williamsport & Elmira E | | |
| 41. Phila. & Erie RR | 56. York Haven & Rowena RR | 68. Summit Branch RR E |
| 42. Lewisburg, Centre & S.C. E | 57. Wrightsville, York & G. E | 69. Lykens Valley RR & C. E |
| 43. Lewisburg & Tyrone RR | 58. York & Maryland RR | 70. Lanc. & Rdg. N.G. RR E |
| | | 71. Lebanon Belt RR |

Philadelphia Branch Names



Hard Coal Fields & Susquehanna River



See county maps having a larger scale for greater details - Dauphin, Lebanon, Lycoming, Schuylkill.

366.

Railroads of the soft coal fields. E - owned locomotives.

3. Pennsylvania RR Co.

102. Tyrone & Clearfield Ry.

103. Moshannon & Clearfield RR

104. Tipton RR

105. Bells Gap RR E

106. Cresson & Clearfield County & New York Short Route RR E

107. Clearfield & Jefferson RR

108. Millersburg RR

109. Cambria & Clearfield RR

110. Cherry Tree & Dixonville RR ($\frac{1}{2}$ owned by NYC. See NYC for
map and corporate data.)

111. Ebensburg & Cresson RR

113. Cambria & Clearfield Ry.

114. Allegheny Portage RR E

115. New Portage RR

116. South Fork RR

117. Scalp Level RR

118. Pennsylvania Midland RR E

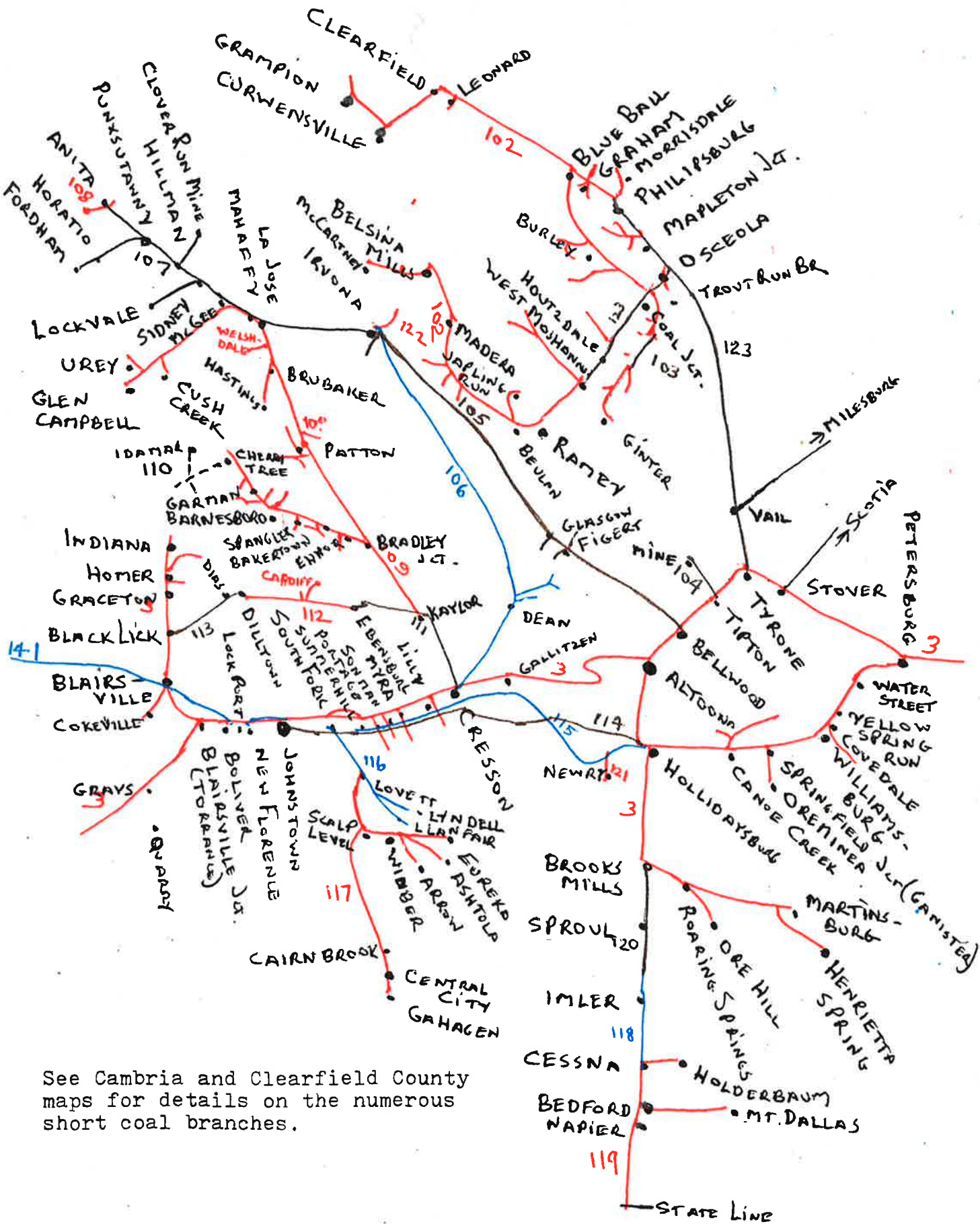
119. Bedford & Bridgeport RR

120. Bedford & Hollidaysburg RR

121. Newry RR

122. Pine Run RR

123. Tyrone & Clearfield RR



See Cambria and Clearfield County maps for details on the numerous short coal branches.

368.

Railroad corporations of southwestern area:

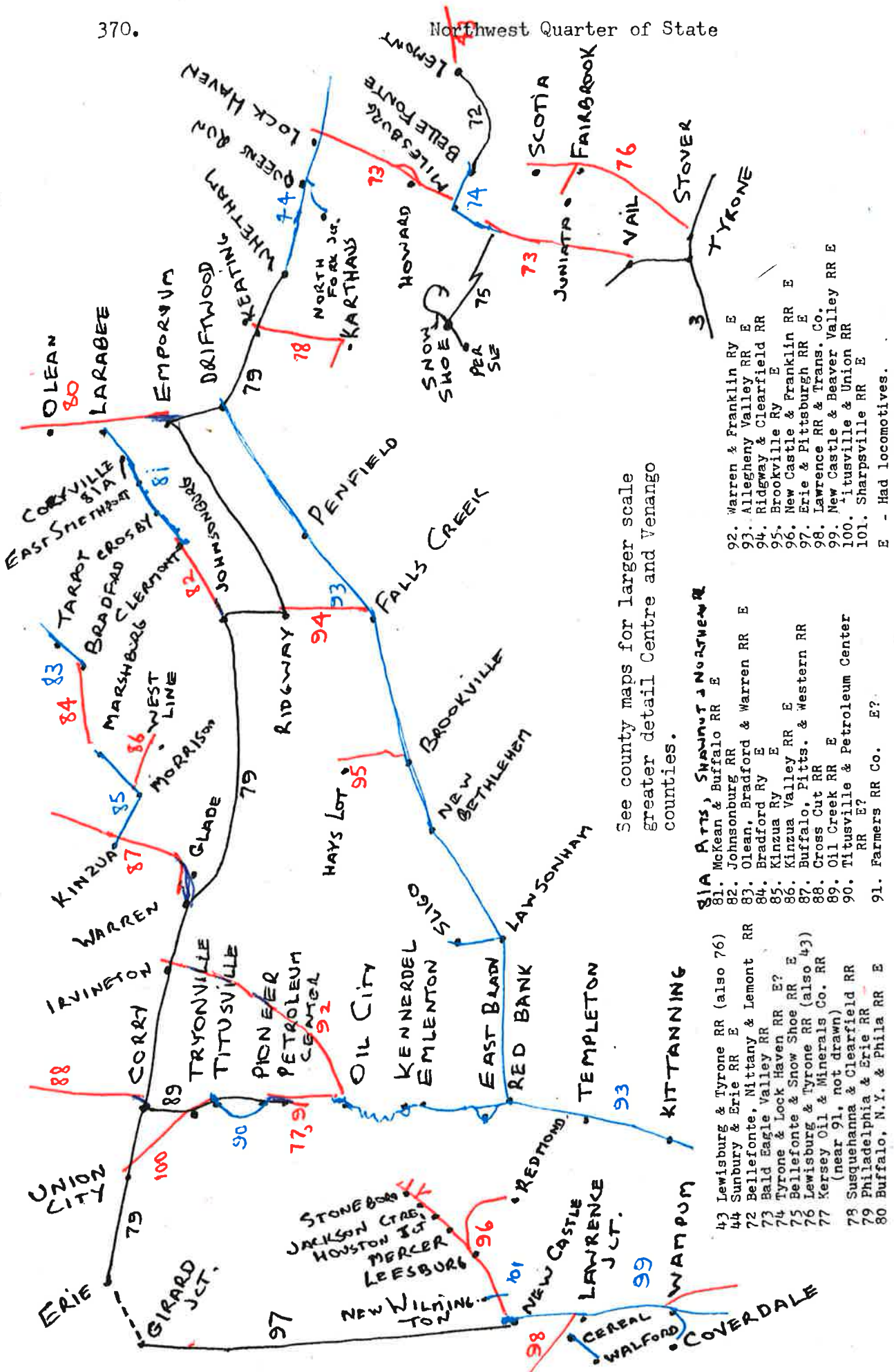
3. Pennsylvania RR
124. New Brighton & New Castle RR
125. New Castle & Beaver Valley RR E
126. Ohio & Pennsylvania RR E
127. Cleveland & Pittsburgh RR E
128. Pittsburgh & Steubenville RR E
129. Chartiers RR E
130. Waynesboro & Washington RR E
131. Monongahela & Washington RR
132. Pittsburgh, Virginia & Charleston Ry E
133. Penna, Monongahela & Southern RR
134. Brownsville RR
135. McKeesport & Bessemer RR
136. Youghiogeny RR E
137. South West Pennsylvania RR
138. Monongahella River & Streets Run RR
139. Ohio Connecting Ry.
140. Pittsburgh & Cross Creek RR
141. Western Pennsylvania RR
142. Allegheny Valley RR
143. Turtle Creek Valley RR
144. South West Connecting Ry.
145. Marginal RR (not mapped. At Beaver Falls)
146. Rochester, Beaver Falls & Western RR (not mapped. At Beaver Falls)

PENNSYLVANIA RR

Southwestern Area

For greater detail see the larger scale county maps of Allegheny, Beaver, Fayette, Washington, & Westmoreland.





See county maps for larger scale greater detail Centre and Venango counties.

81A Parts, Shawmut & Northern RR

- 43 Lewisburg & Tyrone RR (also 76)
- 44 Sunbury & Erie RR E
- 72 Bellefonte, Mitty & Lemont RR
- 73 Bald Eagle Valley RR
- 74 Tyrone & Lock Haven RR E?
- 75 Bellefonte & Snow Shoe RR E
- 76 Lewisburg & Tyrone RR (also 43)
- 77 Kersey Oil & Minerals Co. RR (near 91, not drawn)
- 78 Susquehanna & Clearfield RR
- 79 Philadelphia & Erie RR
- 80 Buffalo, N.Y. & Phila RR E

- 81. McKean & Buffalo RR E
- 82. Johnsonburg RR
- 83. Olean, Bradford & Warren RR E
- 84. Bradford Ry E
- 85. Kinzua Ry E
- 86. Kinzua Valley RR E
- 87. Buffalo, Pitts. & Western RR
- 88. Cross Cut RR
- 89. Oil Creek RR E
- 90. Titusville & Petroleum Center RR E?
- 91. Farmers RR Co. E?

- 92. Warren & Franklin Ry E
- 93. Allegheny Valley RR E
- 94. Ridgway & Clearfield RR
- 95. Brookville Ry E
- 96. New Castle & Franklin RR E
- 97. Erie & Pittsburgh RR E
- 98. Lawrence RR & Trans. Co.
- 99. New Castle & Beaver Valley RR E
- 100. Titusville & Union RR
- 101. Sharpville RR E

E - Had locomotives.

<u>Pennsylvania RR</u> Inc. 4-13-1846					
<u>New Portage RR</u> Not. Inc.					
<u>Allegheny Portage RR</u> E Inc. 4-9-1827					
<u>Philadelphia & Columbia RR</u> E Inc. 3-24-1828					
<u>Wrightsville, York & Gettysburg RR</u> Inc. 2-28-1837					
<u>Wrightsville & Gettysburg RR</u> Inc. 3-21-1836					
<u>Wrightsville & York RR</u> Inc. 3-21-1836					
<u>Youghiogheny RR</u> E Inc. 3-4-1861					
<u>Trenton Cut-Off RR</u> Inc. 12-3-1889					
<u>Schuylkill & Juniata RR</u> Inc. 6-1-1900					
<u>Nesquebec RR</u> Inc. 6-30-1880					
<u>North & West Branch Ry.</u> Inc. 7-23-1881					
<u>North & West Branch R.R.</u> inc. 13-1877					
<u>Pennsylvania Schuylkill Valley RR</u> Inc. 6-1-1883					
<u>Phila., Norristown & Phoenixville RR</u> Inc. 9-20-1882					
<u>Phoenixville, Pottstown & Reading RR</u> Inc. 9-20-1882					
<u>Phoenixville & West Chester RR</u> Inc. 3-8-1882					
<u>Reading & Pottsville RR</u> Inc. 3-4-84					
<u>Pottsville & Mahoning RR</u> Inc. 12-29-1883					
<u>Sunbury & Lewisport Ry.</u> Inc. 1874					
<u>Sunbury & Lewisport RR</u> Inc. 2-17-1870					
<u>Middle Creek RR</u> Inc. 3-23-1865					
<u>Mifflin & Center County RR</u> Inc. 4-2-1860					
<u>Sunbury, Hazleton & Wilkes Barre RR</u> Inc. 5-1-1878					
<u>Danville, Hazleton & Wilkes Barre RR</u> Inc. 4-10-1867					
<u>Wilkes Barre & Pittston RR</u> Inc. 4-15-1859					
<u>Riverfront RR</u> Inc. 5-5-1876					
<u>Downingtown & Lancaster RR</u> Inc. 6-7-1888					
<u>East Brandywine & Wynesburg RR</u> E. Inc. 3-3-1860					
<u>East Brandywine RR</u> Inc. 3-31-1854					
<u>South Fork RR</u> Inc. 7-2-1890					
<u>Scalp Level RR</u> Inc. 3-1-1897					
<u>Turtle Creek Valley</u> Inc. 5-7-1886					
<u>West Chester RR</u> E. Inc. 2-18-1831					
<u>Western Pennsylvania RR</u> Inc. 3-22-1860					
<u>Northwestern RR</u> Inc. 2-9-1853					

6-25-1857

6-21-1870

1899

4-1-1902

4-1-1903

2-28-1837

E

6-1-1900

7-23-1871

6-1-1883

10-23-1855

11-8-1886

2-17-1870

10-1-1856

1874

4-10-1867

1867

1878

6-7-1888

3-3-1860

1-1-1902

4-1-1903

3-22-1860

Pennsylvania RR. cont.		4-1-05	
Pittsburgh, Virginia & Charleston RR E. Inc. 2-4-1870	2-4-1870		
Monongahalia Valley RR Inc. 4-6-1867	2-4-1870	5-11-1880	
Brownsville RR Inc. 10-6-75		11-1-1894	
Brownsville & State Line RR Inc. 2-6-1893		7-1-1904	
McKeasport & Bessmer RR Inc. 10-29-1888			3-31-1906
Monongahalia River & Street Run RR Inc. 1-2-1892			
Monongahalia & Washington RR Inc. 7-20-1899			5-1-1907
South West Pennsylvania RR Inc. 3-16-1871			
YORK HAVEN & ROWENA RR INC. 11-26-1861			
Philadelphia & Erie RR Inc. 3-7-1861			
Sunbury & Erie RR E. Inc. 4-3-1837	3-7-1861		
Junction RR Inc. 5-30-1860			3-31-1902
Bald Eagle Valley RR Inc. 3-25-1861			
Tyrone & Lock Haven RR E. Inc. 2-21-1857		3-25-1861	
Bellefonte & Snow Shoe RR E. Inc. 3-24-1859		1-1881	
Allegheny & Bald Eagle RR Inc. 6-12-1839	3-24-1859		8-1-1889
Bellefonte, Nittany & Lemont RR Inc. 9-16-1883			4-1-1908
South West Connecting RR Inc. 5-20-1897			4-7-1910
Allegheny Valley RR Inc. 4-15-1852	4-15-1852		
Pittsburgh, Kittanning & Warren RR Inc. 4-4-1837			
Pittsburgh & Susquehanna RR Inc. 4-3-1837			3-31-1911
Ridgway & Clearfield RR Inc. 4-20-1882			3-31-1913
Cambria & Clearfield Ry. Inc. 6-25-1903 or 8-1-1903			
Cambria & Clearfield RR Inc. 1-18-1887			
Cresson RR Inc. 7-14-1891		7-14-1891	8-6-1891
Ebensburg & Cresson RR Inc. 3-30-1859			
Cresson & Irvona RR Inc. 7-3-1894			
Cresson & Clearfield County & New York Short Line RR Inc. 12-19-1882	7-3-1894		
Ebensburg & Black Lick RR Inc. 1-18-1893			6-25-0}
Middysburg RR Inc. 9-13-1899			
Pennsylvania & Northwestern RR E. Inc. 12-27-1889			
Bulls Gap RR E. Inc. 5-11-1871		12-27-89	
Clearfield & Jefferson RR E. Inc. 2-27-1885			

E. Owned locomotives.

Pennsylvania RR. cont.

Cambria & Clearfield Ry. cont.

Tyrone & Clearfield Ry.
Inc. 9-28-1866

Tyrone & Clearfield RR
Inc. 30-23-1854

Moshannon & Clearfield RR
Inc. 6-3-30

Pine Run RR Inc. 12-29-1906

Hollidaysburg, Bedford & Cumberland RR
Inc. 4-30-1911

Bedford & Bridgeport RR
Inc. 3-31-1868

Bedford & Hollidaysburg RR
Inc. 10-11-1902

Pennsylvania Midland RR
Inc. 6-9-1894

Brooks Mills & Altoona RR
Inc. 4-27-94

Manns Choice & Hyndmann RR
Inc. 4-27-94

Somerset & Bedford RR
Inc. 4-27-94

Lancaster & Quarryville RR
Inc. 5-3-1904

Lancaster & Reading Narrow Gauge RR
Inc. 5-10-1871

Lewisburg & Tyrone RR
Inc. 12-13-1879

Lewisburg, Centre County & Spruce Creek RR
Inc. 4-1-1853

Pennsylvania, Monogahelia & Southern RR
Inc. 10-27-1902

Harrisburg, Portsmouth, Mt. Joy & Lancaster RR E.
Inc. 3-11-1835

Portsmouth & Lancaster RR
Inc. 6-9-1832

Susquehanna, Bloomsburg & Berwick RR E.
Inc. 7-31-1902

Central Pennsylvania & Western RR E.
Inc. 3-1-1893

Turbottville & Williamsport RR
Inc. 11-18-1892

Orangeville & Lehigh RR
Inc. 12-2-1892

Wilkes Barre & Western RR E.
Inc. 6-22-1886

Milton & North Mountain RR
Inc. 11-20-1885

Millville & North Mountain RR
Inc. 1-9-1886

Cornwall & Lebanon RR E.
Inc. 2-28-1882

Colebrook Valley RR
Inc. 1-6-1881

Lebanon Belt Ry.
Inc. 3-28-89

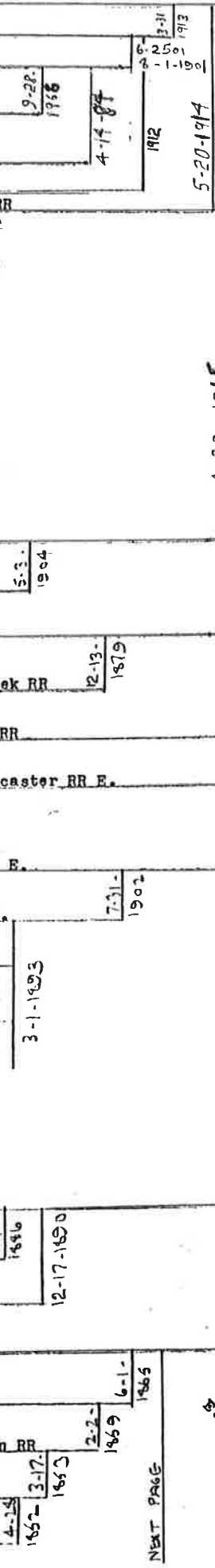
Cumberland Valley RR E.
Inc. 4-2-1831

Franklin RR E.
Inc. 2-2-1859

Chambersburg, Greencastle & Hagerstown RR
Inc. 3-17-1853

Chambersburg & Hagerstown RR
Inc. 4-28-1852

Franklin RR E.
Inc. 3-12-1832



4-30-1915

4-25-1917

4-4-1918

4-15-1918

6-2-1919

NEXT PAGE

E. Owned Locomotives.

Conrail
Penn Central
-1968

4-1-1976
1964

Pennsylvania RR cont.

Cumberland Valley RR cont.

Dillaburg & Mechanicsburg RR
Inc. 11-1-1871

Cumberland Valley & Waynesboro RR
Inc. 6-7-1901

Mont. Alto RR
Inc. 5-4-1864

Scotland & Mont. Alto RR
Inc. 5-3-1864

Cherry Tree & Dixonville RR $\frac{1}{2}$ owned with N.Y.C. See NYC

Cleveland & Pittsburgh RR E.
Inc. 4-8-1850

Elmira & Williamsport RR (Op. by Northern Central RR)
Inc. 3-12-1860

Williamsport & Elmira RR E. 2-11-1850

Erie & Pittsburgh RR E.
Inc. 4-1-1858

Philadelphia & Trenton RR E.
Inc. 2-23-1832

Philadelphia Belt Line RR (Independent but op. by Pa. RR),
Inc. 5-11-1889

Shamokin Valley & Pottsville RR
Inc. 3-25-1856

Philadelphia & Sunbury RR E. 3-25-1856

Danville & Pottsville RR E. 3-11-1851

Waynesboro & Washington RR E.
Inc. 5-18-1875

To Conrail 4-1-1976

Wilkes Barre Connecting $\frac{1}{2}$ owned by D&H See D&H

Brookville RR Not merged. Op. Discontinued 7-15-1907
Inc. 6-10-1896

French Creek & Mahoning RR Not built, charter lapsed.
Inc. 1860-1864 ?

Johnsonburg RR Not merged. Aband. 7-2-1928,
Inc. 3-14-1897 Corp. Dissolves 4-24-1930

Newry RR Not merged. Aband. 1889-1890
Inc. 3-15-1859

Penna. & Buffalo Connecting RR Not built; charter lapsed
Inc. 3-1-1860

Plng Run RR Not merged. Aband. 1920s or 30s.
Inc. 12-29-1906

Susquehanna & Clearfield RR Not merged. Sold to N.Y.C. 3-26-1901
Inc. 12-8-1879

Tipton RR Not merged. Op. dis. 11-24-1926
Inc. 9-5-1885

United New Jersey RR & Canal Co.
N.J. Corp.

Belvidere Delaware RR 1-1-1858
N.J. Corp.

Martina Creek RR 4-16-1876
Inc. 4-14-1865

Pittsburgh, Fort Wayne & Chicago RR
Inc. 7-29-1856

Ohio & Pennsylvania RR E. 7-27-1848
Inc. 4-11-1848

Ohio & Indiana RR 1818
Indiana Corp.

Marginal RR 1904
Not incorp.

Rochester, Beaver Falls & Western RR
Inc. 3-27-1889

62
1919

27
1906

7-1-1906

6-7-1864

(1871?)

4-3-1870

merged into
Penn. Co.
7-1-1969

3-25-1856

3-11-1851

4-1-1976

1-1-1858

4-16-1876

7-27-1848

1904

Pennsylvania RR cont.

Philadelphia, Baltimore & Washington RR Inc. 11-1-1902					
Baltimore & Potomac RR Maryland Corp.					11-1-1902
Philadelphia, Wilmington & Baltimore RR Inc. 3-14-1836					
Philadelphia & Delaware County RR Inc. 4-2-1831				3-14-1836	
Southwark RR Inc. 4-2-1831					1857
South Chester RR Inc. 4-22-1891					3-1-1906
Philadelphia & Baltimore Central RR Inc. 3-17-1853					4-13-1916
West Chester & Philadelphia RR Inc. 4-11-1848				10-31-1881	
Philadelphia & Delaware County RR Inc. 4-1890				12-29-1913	
Columbia & Port Deposit RR Inc. 7-17-1890					9-15-1916
Columbia & Port Deposit RR Inc. 4-4-1864				7-17-1890	
Columbia & Maryland Line RR Inc. 4-1-1863				4-4-1864	
Washington & Maryland Line RR Inc. 4-12-1856				4-1-63	
Chester Creek RR Inc. 4-16-1866					9-21-1917
Pomeroy & Newark RR Inc. 12-29-1881					10-15-1917
Pomeroy & State Line RR Inc. 2-9-1879 in Delaware				12-29-1881	
Pennsylvania & Delaware RR Inc. 5-3-1873				2-9-1879	
Penna. & Delaware RR Inc. ?					5-28-1918
Delaware & Penna. RR Inc. in Del.				5-3-1873	
Eddystone & Delaware River RR Inc. 6-12-1899					5
Pittsburgh, Cincinnati, Chicago & St. Louis RR Inc. 10-1-1890					
Chicago, St. Louis & Pittsburgh RR (Ind.)					10-1-1890
Cincinnati & Richmond RR (Ohio)					
Jefferson, Madison & Indiana RR (Ind.)					
Pittsburgh, Cincinnati & St. Louis RR Inc. 5-14-1868					
Steubenville & Indiana RR (Ohio)					5-14-1868
Holidays Cover RR (Ohio)					
Panhandle Ry. Inc. 1-15-1868					
Pittsburgh & Steubenville RR Inc. 3-24-1849				1-15-1868	
Western Transportation Co. Inc. 3-15-1856					12-31-1907
Chartiers RR Inc. 1-1867					
Chartiers Valley RR Inc. 2-7-1853					12-31-99
Chartiers Connecting					
Pittsburgh & Cross Creek RR Inc. 8-9-1905				11-21-81	

4-2-1956

5-28-1918

1945

Pennsylvania RR cont.

<u>Penn del Co.</u> Inc. 11-25-1853 (DEL)									
<u>Delaware River RR & Bridge</u> Inc. 2-15-1896									
<u>Pennsylvania & New Jersey RR</u> Inc. 5-4-94	2-17	1896							
<u>Lykens Valley RR & Coal Co.</u> E Inc. 4-7-1830			6-6	1871					
<u>Summit Branch RR</u> E Inc. 3-20-1846									
<u>Pittsburg & Kneseb, Coal RR</u> Inc. 5-4-1864	3-7	1864							
<u>Ohio Connecting RR</u> Inc. 11-20-1886									
<u>Southern Pennsylvania Ry. & Mining Co.</u> Inc. 2-1-1873									
<u>Southern Penna. Iron & RR Co.</u> Inc. 4-30-1869	4-30	1869							
<u>Caledonia Iron, Land & RR Co.</u> 3-22-1867 Inc.									
<u>York, Hanover & Frederick RR Co.</u> Inc. 3-1-1897									
<u>Frederick & Penna. RR (Md. Co.)</u>									
<u>Hanover & York RR</u> E Inc. 4-21-1873									
<u>Littleton RR</u> E Inc. 2-17-1867	12-31	1867							
<u>Western New York & Penna. Ry.</u> E Inc. 3-18-1895									
<u>Western New York & Penna. RR</u> E Inc. 9- -1887									
<u>Buffalo, New York & Philadelphia RR</u> E Inc. 2-18-1871									
<u>Buffalo & Washington RR</u> Inc. 1865 in N. Y. State									
<u>Sinnersbinding Portage RR</u> Inc. 2-3-1865									
<u>Oil City & Chicago RR</u> Inc. 3-10-1882									
<u>New Castle & Oil City RR</u> Inc. 1881									
<u>New Castle & Franklin RR</u> E Inc. 3-25-1864									
<u>New Castle, Plain Grove & Butler RR</u> Inc. 9-9-1882									
<u>Buffalo, Pittsburgh & Western RR</u> Inc. 1-2-1881									
<u>Salamanca, Bradford & Allegheny River RR</u> Inc. 12-8-1880									
<u>Titusville & Oil City RR</u> Inc. 12-20-1878									
<u>Titusville & Petroleum Centre RR</u> E Inc. 9-30-1870	12-20	1878							
<u>Buffalo, Pittsburgh & Western RR (N.Y.State)</u>									
<u>Pittsburg, Titusville & Buffalo Ry.</u> Inc. 2- -1876									
<u>Oil Creek & Allegheny River RR</u> E Inc. 3-1 or 4-3-1868									
<u>Warren & Franklin RR</u> E Inc. 5-23-1864									
<u>Titusville & Union RR</u> Inc. 3-22-1865									
<u>Wheeling Coal Co's RR</u> Inc. 7-7-1916									

7-24-1856

1-1-1854

1867 3-18 1895

2-14-1883

1-22-1881

1-1-1865

NEXT PAGE

NEXT PAGE

NEXT PAGE

Pennsylvania RR cont.

1968

Penn del Co. cont.

Western N. Y. & Pa. Ry. cont.

1-1-55

Pittsburgh, Titusville & Buffalo Ry. cont.

Warren & Franklin RR cont.

Warren & Tidoute RR
Inc. 4-17-1861

5-27-1864

2-1868

Oil Creek RR
Inc. 4-2-1860

E.

4-3-1868

Farmers RR
Inc. 4-10-1862

E ?

Kersey Oil & Mineral Co's RR
Not inc.

2-27-1866 Leased until Aband.

2-1880

Buffalo, Chataqua Lake & Pittsburgh RR
Inc. 5---1879 in New York

Dunkirk, Chataqua Lake & Pittsburgh RR
Inc. in N. Y. State

5-1879

Corry & State Line RR
Inc. 4-26-1879

Buffalo, Corry & Pittsburgh RR
Inc. 8- -1867

E.

4- (1879)

Gross Cut RR
Inc. 5-3-1864

8- -1867

Buffalo & Oil Creek RR
Inc. in N.Y. State

6-30-1911

McKean & Buffalo RR
Inc. 9-11-1874

E.

11-2-1911

Kinzua RR
Inc. 6-30-1911

6-30 1911

Kinzua Ry
Inc. 1-18-1881

E.

KINZUA VALLEY RR E. Inc. 3-20-1889

Bradford RR
Inc. 6-30-1911

Bradford Ry.
Inc. 1-7-1881

E.

6-30-1911

Olean Bradford & Warren Ry.
Inc. 9-29-1877

E.

Connecting Ry.
Inc. 4-14-1863

Philadelphia, Germantown & Chestnut Hill RR
Inc. 1-2-1883

Engleside RR
Inc. 9-22-1892

Kensington & Tacony RR
Inc. 3-25-1884

Bustletown RR
Inc. 12-27-1890

12-27 1890

Frankford & Holmesburg RR
Inc. 7-18-1863

Fairhill RR
Inc. 6-13-1892

Philadelphia, Bustletown & Trenton RR
Inc. 5-1-1893

Philadelphia & Bustletown RR
Inc. 3-17-1892

5-1-1893

Bustletown & Eastern RR
Inc. 1-27-93

1-29-1952

1-1-1902

4-1-1976

Conrail
4-1-76
Penn Central
4-7-66

4-1-76

Pennsylvania RR cont.

Northern Central RR E
Inc. 5-3-1854

York & Maryland Line RR
Inc. 3-14-1832

York & Cumberland RR
Inc. 4-21-1846

Susquehanna RR
Inc. 4-14-1851

Baltimore & Susquehanna RR E.
Inc. in Md.

Pittsburgh, Youngstown & Ashtabula Ry.
Inc. 1-8-1906

Pittsburgh, Youngstown & Ashtabula RR
Inc. 7-22-1887

Ashtabula & Pittsburgh RR (Ohio)

Alliance, Niles & Ashtabula RR (Ohio)

Lawrence RR (& Trans. Co.)
Inc. 4-23-1864

New Brighton & New Castle RR
Inc. 3-24-1881

New Castle & Beaver VALLEY RR E
Inc. 2-16-1862

5-3-1854

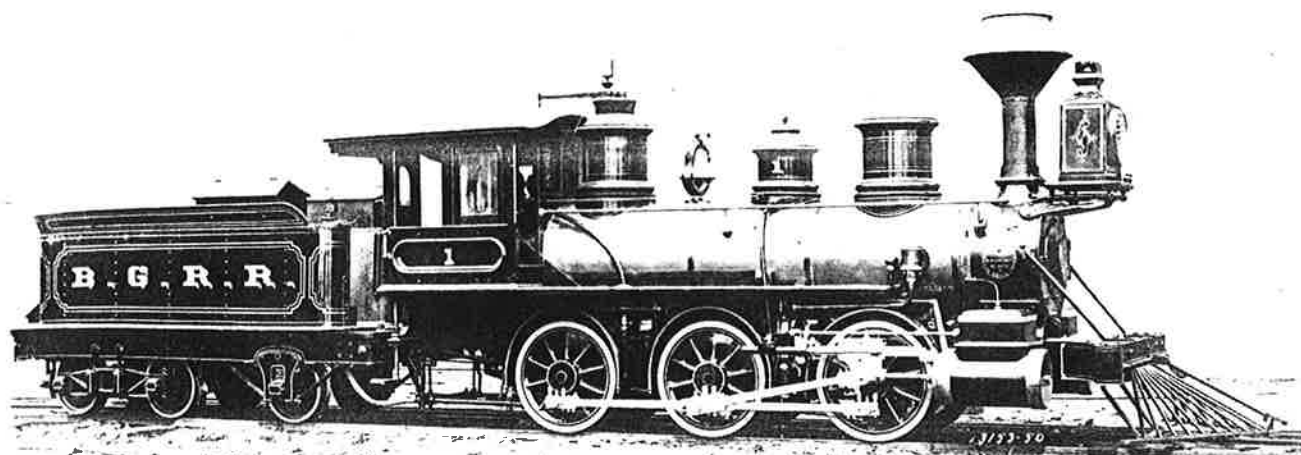
4-1-1976

7-22-1887

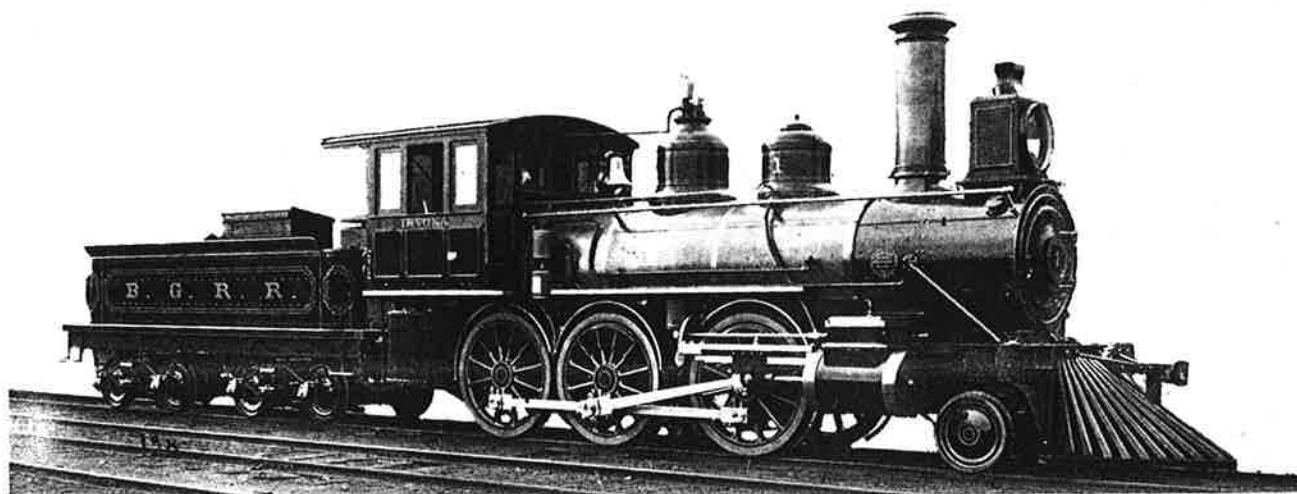
1-8-1906

Additional information: •
Centennial History of the Pennsylvania RR
The Growth and Development of the Penna. R.R.

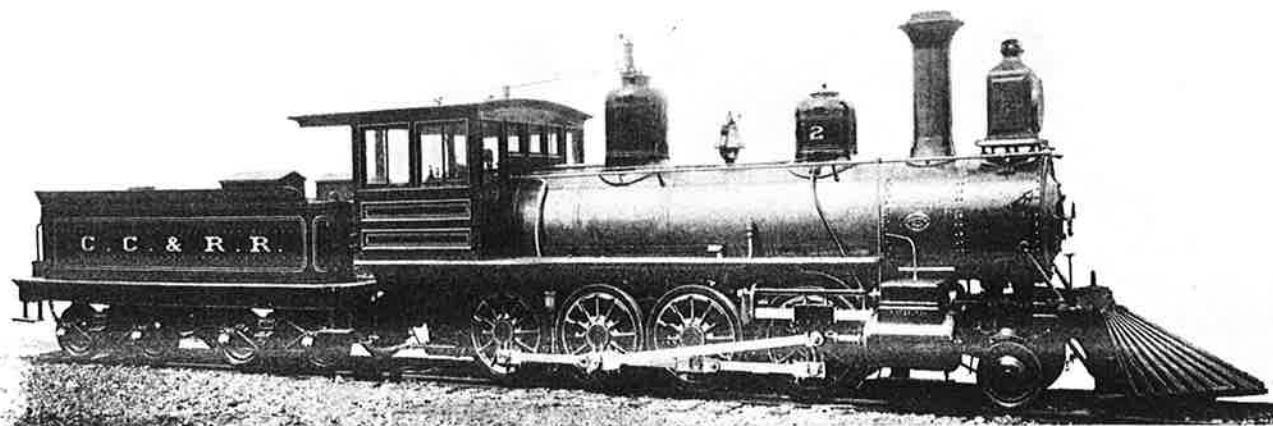
E. - Had locomotives lettered



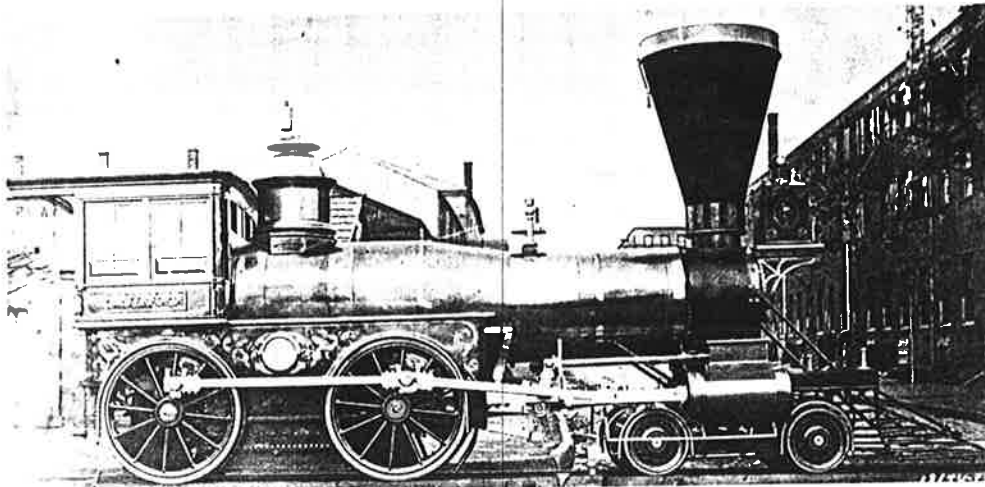
Bells Gap RR No. 1, built by Baldwin in 1872. The 36 inch gauge mountain climbing railroad had a need for a locomotive with as much weight as possible on its drivers. It served coal fields in Cambria County. In 1883 it was standard gauged, but the disposition of this engine is unknown. Railroad Museum of Penna.



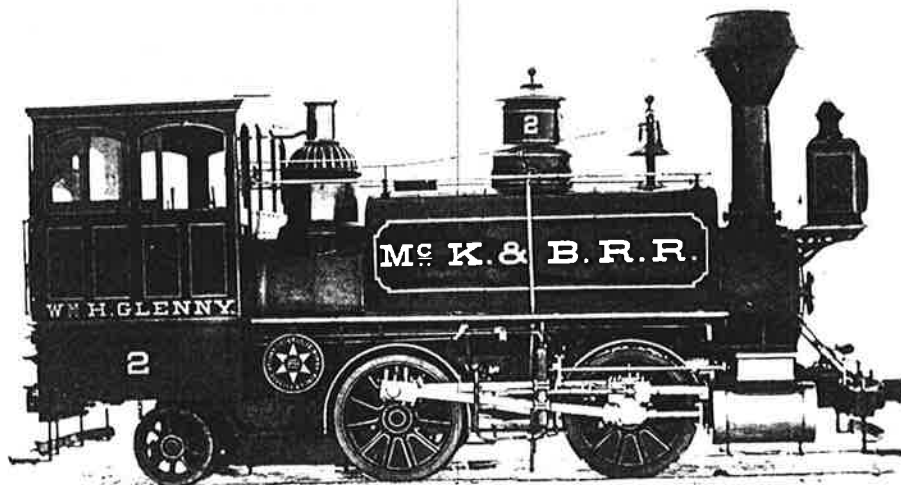
Bells Gap RR No. 1, built by Baldwin in 1883, was their first standard gauge engine. Named Irvona, it was absorbed into the Pennsylvania RR. Railroad Museum of Penna.



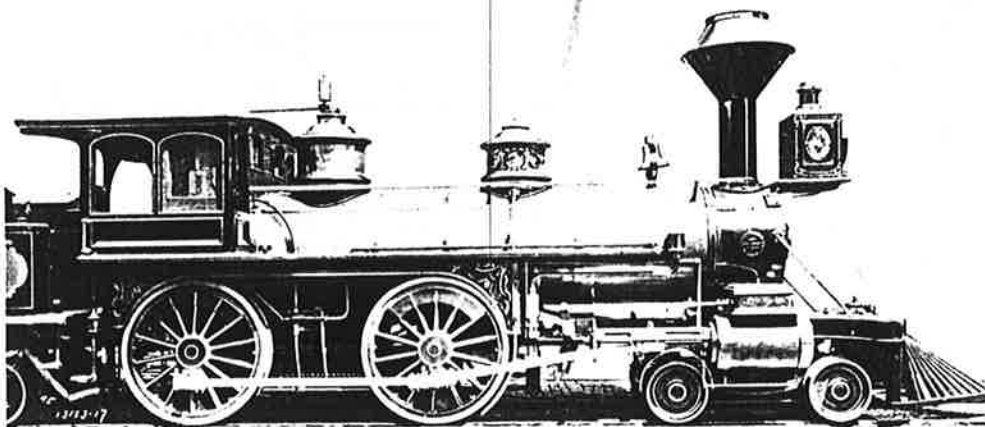
The Pittsburgh Locomotive works didn't even attempt to properly letter this locomotive of the Cresson and Clearfield County and New York Short Route RR. Reading the builders number on the smoke box confirms the ownership of the engine. Although the railroad was independent of the Pennsylvania until 1893, the tender lettering is similar in style to the Pennsylvania. No. 2 was built in 1886. As with all other railroads in Cambria County, the C.&C. C.&N.Y.S.R.RR. served coal mines. Alco Historic Photos



Railroad Museum of Penna.
The Philadelphia and Erie R.R. was organized by the Pennsylvania R.R. to take over the Sunbury and Erie R.R. The "Waterford" was ordered by the Sunbury and Erie. It arrived shortly after incorporation of the P & E in 1862 and did not carry an engine number. All subsequent P & E engines were ordered to standard Pennsylvania R.R. designs. Note the lack of a sand dome. Sand was carried in boxes hidden behind the ornately painted skirting. The locomotive's builder plate is above the side rod, carrying the number 998.



Railroad Museum of Penna.
McKean and Buffalo R.R. got three engines before the Pennsylvania took it over. No. 2 was on the road only a year before being sold to the Erie. The other two engines were more conventional, a 4-4-0 and a 2-6-0.



Oil Creek and Allegheny River R.R. No. 3 built by Baldwin in 1870 was one of five 4-4-0s bought that year. The locomotives of the oil boom railroads of the 1860s are largely unknown. The O.C.&A.R.R.R. was formed in 1868 as a merger of four railroads serving the Venango County area oil fields. Most of the locomotives were probably 4-4-0s.

PENNSYLVANIA RAILROAD

Inc. 4-13-1846 to run from Harrisburg to Pittsburgh to Erie. In the mid 1820s a railroad with the same name was incorporated, but nothing became of it. The new Penna. RR was intended to connect at Harrisburg with the railroads run from their to Philadelphia. It would bypass the Allegheny Portage Railroad. At time of incorporation the coal fields in the Altoona-Johnstown area were apparently not known because the first branches authorized for construction were not to them. These coal fields, however, would provide the dividends and financial stability of the railroad until the 1950s. The railroad began paying dividends in 1848 and continued to do so for more than 110 years. It was the only non-banking company in the U.S. with anywhere near that length of continuity.

- Suppl. 4-6-1850 branch from Liebengood's Summit in Derry Twp, Westmoreland Co. to Blairsville, Indiana County (about 5 miles. Do not know the reason for it)
- Suppl. 2-28-1852 Branch leaving main line between Greensburg and Latrobe running to Mt. Pleasant, Connellsville and Uniontown. Also Uniontown to Geneva on Monongahalia or Waynesburg. (South West Pennsylvania RR inc. to build the branch. Reached coal fields and coke plants.)
- Suppl. 1-29-1852. Branch now laid to Blairsville may be extended to Indiana. (Reason unknown.)
- Suppl. 2-16-1854 May extend tracks in Philadelphia on Juniper St. to Market St. and Olive Street to Broad St. to connect with the railroad on Market and Broad. (build from the end of the Phila. and Columbia RR over to a horse car or else the Northern Liberties RR)
- Suppl. 4-18-1856. Construct new RR from Phila. & Columbia RR at Market St. down Manson to West Chester RR to near Grays Ferry Bridge on west side of Schuylkill, then across river to Delaware River at Navy Yard. (Delaware Extension built along Washington St. to the Delaware River. At that time the navy yard was located there. Later it would move south.) Opened Jan. 1862. Paralleled Southwark RR
- Suppl. 1-4-1859 from the Harrisburg Bridge at Rockville north $1\frac{1}{2}$ miles to Dauphin or may lease/buy the Dauphin and Susquehanna RR from its connection near the bridge to Dauphin. (D&SRR later bought by the Reading RR. This proposed line would connect the Penna. RR to the Northern Central on the east side of the river - besides the west side connection and eliminate freight crossing the river twice to reach Harrisburg and going eastward.)
- Suppl. 4-6-1870 May buy Wrightsville, York & Gettysburg RR. (This provided a west link from Columbia into fertile valley leading to Hagerstown.)
- Suppl. 3-12-1873. Construct RR on east end Delaware Ave., Phila. between Queen and Washington Sts. and on Dock St. and Christian St.

The Pennsylvania was allowed by its charter to build branches in any county through which the main line ran. Sometimes it did this; other times it formed a separate company.

In 1856 the Commonwealth sold the Philadelphia and Columbia RR and the Allegheny Portage RR and its successor, the New Portage RR, to the Penna. RR. The Penna. RR then relocated the east end of the P&C from Ardmore to 30th St. at Market so as to eliminate the plane at Belmont in Philadelphia. The Penna. directly competed with the New Portage RR and this eliminated a competitor.

Built: Harrisburg to Lewistown, 61 miles 9-1-1849
Took over operation of Harrisburg, Portsmouth, Mt. Joy & Lancaster RR on 4-21-1849
Johnstown to Pittsburgh opened 12-10-1852
Altoona to Johnstown opened 2-15-1854.
new route Ardmore to 30th St., Phila. opened 1850. Sold P&C's line Broad and Vine to Fairmont Park to Reading Ry and abandoned planes and rest.
Trenton Cut-off from Bucks County to Norristown, $16\frac{1}{2}$ miles, opened 6-22-91.
Aband. connection to the Reading at Swedeland, 1.3 mi. 8-27-84.
Trenton Cut-off, Norristown west to Glen Lock, 13 miles, opened 1-11-1892.
Low grade line, Glen Lock west to Thornedale opened 1906 and Atglen to Creswell (Shanks Ferry Sta.), 22 miles, opened 1906 (Atglen & Susq.Br.)

Philadelphia Branches: Much of the trackage was built by separate companies, but some, particularly everything in South Phila. appears to be just Penna. RR. West Philadelphia along the Schuylkill River has been changed where the Junction RR and the Penna. RR lines ran. There were four separately named lines in the 1920s before the 30th St. station was built:

Main line - from central Phila (Broad St.) coming across the river and going n.w. to 52nd St. and beyond to Paoli.

West Philadelphia Elevate Br. from a little north of 30th St. station south to the bridge crossing the Schuylkill leading to South Phila. Line used for coal trains and north-south freight.

Schuylkill River Br. - along the river from north of 30th St. station south to the bridge leading to South Phila. (the elevated line eliminated its need and 30th St. reconstruction in early 1930s used it to merge into the general track complexity at the station)

Grays Ferry Br. from north of 30th St. sta. south to main line to Wilmington. This was the main line thru the passenger sta.

Branches built by Pennsylvania RR and abandonment dates cont.

The south Phila. trackage comprised 5 branches carrying separate names:
 Delaware Extension Br. - from main line in West Phila. across the bridge, then south 2 miles and then east to Greenwich Point (this east-west line abandoned early 1970s and is used by highway leading to Whitman bridge) and then north to Dock St.

Washington Ave. Br., 3.8 miles, It was largely aband. in 1984 and 1985;
 10-22-1985 2.3 miles along avenue; 7-13-1984 .5 mile including small yard;
 7-19-1984 .5 mile

Girard Point Br., 1.9 miles, runs from where Delawar Ave. turned east (aband. part) and runs south to Girard Point area

Schylkill River Branch Extension runs off Girard Point Br. and runs east 1½ miles to League Island. All trackage east of that point is considered yards

Swanson Street Br., 1.3 miles, parallels Delaware Extension Br. from Stone House Lane north to Morris St. It connected at both ends with Del.Ext.Br.

The 60th St. Branch built after 1900 ran off the main line at 60th St in S.W.Phila. and south about 4.4 miles to Fort Mifflin where it connected with the Chester and Philadelphia Br. It is largely aband.; 12-22-1981 1.2 miles Brill to Passayunk Ave., 1.1 mile of line 7 13 84 aband.

Chester and Philadelphia Br. runs Mud Island (north of Fort Mifflin ½ mile, south to the Baldwin Loco. Works and north end of Chester. Aband. .8 mi 7-13-84 north

Abandonments in Phila: (Some ay be former Reading track) end.
 5018-83 1.0 mile parts City Branch and Willow St. spur; 7 13-84 .3 mi Church St. siding; 7-19-1984 Roxborough Street siding, .4 mi.; 8-28-84 1.2 Weikel St. to Balfour St; 5-18-1984 2.2 miles Grays Ferry Br. from near Arsenal Tower (bridge over Schuylkill leading to South Phila. tracks to Amtrak main line; 7-13-84 .9 mi. Trenton Avenue elevated line.

Lewistown spur track .9 miles just west of station.

no name Br.: 2½ miles west of Lewistown just before main line bridge, 1.2 mile br. running north. Served ? Aband.

no name Br.: At Ryde just before main line crosses bridge, 1½ mile branch on south side of river ~~Served by Aband.~~ former main line until 1900, bridge at west end removed.

no name Br: 1½ miles east of Mt. Union station, ¾ mile spur south east off of old main line

Matilda Furnace Br. near Newton Hamilton running north 1.5 miles to furnace. Torn up prior 1900.

No name br. at Newton Hamilton running south mile or so to powder factory. Destroyed itself during World War I and line ~~torn up~~.

Petersburg Branch: Petersburg to Hollidaysburg, 32.4 miles

built Petersburg to Water Street; Hollidaysburg to Williamsburg, 13 miles, 1850s-60s; Williamsburg to Yellow Springs in 1890s; Yellow Springs to Water Street about 1904.

abandoned Williamsburg to Alexandria 12 miles prior 1978 (probably 1976); Alexandria to Petersburg, 5.9 miles 1-25-1982; Williamsburg to Frankstown, 10.9 mi. 5-28-1982. (Still in 1987 Hollidaysburg to Frankstown, 2 mi.)

The Petersburg branch was upgraded in 1900s early to handle overflow traffic off the main line between Petersburg and Galitzen.

Clover Creek Br.: Covedale to Calcite to serve quarries, 2.8 miles. Op. dis. in 1925 on 2.1 miles and ab. 8-9-1938. Remaining .7 mi. aband 12-7-1971

Springfield Br: Ganister to Oreminea, 8.2 mi. Originally ore; later coal. All aband. 12-7-1971

Canoe Creek Br.: Canoe Creek northeast to Moore's Mills, 2.6 miles and beyond another 2 miles or so. Track beyond Moores Mills aband. prior 1922; Aband. from Crissman Br. jct. to Moore's Mills, 1.8 mi, 9-27-1955. Remaining .8 mi ab. 4-22-1958. Served coal mines

Crissman Br: near Canoe Creek Jct. on Canoe Creek Br. northwest 1.2 mi to coal mine. Aband. 4-22-1958

Morrison Cove Br: Hollidaysburg to Henrietta, 19.4 miles built in 1860s or early 70s aband. Henrietta to Curry, 3 mi. 2-7-1941. Op. dis. 1936. Originally ore.; Curry to Martinsburg ab. ?; Roaring Springs to Martinburg sold to Everett RR 1984

Bloomfield Br: Roaring Springs to Ore Hill built ?; 3.0 miles. Ab. authorized 6-3-1971 but not torn up. Sold to Everett RR in 1984

Martinsburg Br: .8 mile spur into Martinsburg built 1860s-70s. Sold 1984 to Everett RR

Hollidaysburg Br: Altoona to New Portage Jct., 6.3 miles, and on to Hollidaysburg, 1.5 miles. (in existence 1987) Opened 9-16-1854. to connect Allegh. Port. RR

New Portage Br: New Portage Jct. (near Hollidaysburg) to Galitzen, 14.9 miles (Mule-shoe) built 1901-1902 on New Portage RR roadbed. Aband. 1981, Sept. 8. 15 mi

Lilly Br: Lilly south 2.1 miles. .4 mi aband at end unknown date; remainder 1.7 mi. aband 1-11-1982

Bens Creek Br.: Summerhill to Myra (parallel to main line) and down Bens Creek 2 or 3 miles. Total 8.6 miles. Aband. 5-25-1984 .8 miles

Martin Br: Portage to Martindale on Trout Run, 3.6 mi. .7 mil aband prior 1971; remaining 2.9 miles ab. 8-30-1971

Sonman Br: at Sonman, .9 miles. Aband. date ?

Summerhill Br: Summerhill to South Fork, 2.0 mi (parallel with main line). Ab. 6-28-84

Johnstown Br: Conemaugh to B.&O. RR at Johnstown, 1.6 miles

Boliver Br.: Boliver south to coal mine 1.0 mi. Ab. 3-31-1945

Torrence to Blairsville (originally part of Indiana Br.) built c. 1855, 3 miles.

aband. 1.2 mi 1-20-1944 Blairsville toward Torrence (or else the Cokeville Br) ab. 2-17-1953 1.8 mi Torrence toward Blairsville

Allegheny & Bald Eagle RR, Coal & Iron Co.

Inc. 6-12-1839 from western side Allegheny Mtns to Bald Eagle Creek, Centre Co.
 Suppl. 5-2-1855. Rechartered and extend to the canal at Bellefonte.

Suppl. 3-24-1859 Renamed Bellefonte & Snow Shoe RR.

Construction evidently begun and a locomotive ordered:

"Snow Shoe" 0-8-0 Baldwin 12-1858 835 Became Bellefonte & Snow Shoe RR
 A flexible beam engine.

Allegheny Portage RR

Inc. 4-9-1827 but railroad name not given. Part of the canal system to run from Lewistown at end of the Penna. Canal to Johnstown using locomotives or stationary engines.

Suppl. 3-24-1828 reinc., but no name given again connecting Juniata and Conemaugh River sections of the canal. (these were incorporations but rather authorizations by the Legislature to have the commonwealth built the railroad)

Opened 3-18-1834 Hollidaysburg to Johnstown, 36 miles. Had locomotives

Replaced by the New Portage RR of the Commonwealth, built 1851-1855 from Hollidaysburg to stone bridge, just west of South Fork. From there into Johnstown incorporated into the New Portage RR. Operation discontinued on the planes 1855

Sold to the Pennsylvania RR 6-25-1857.

This railroad, usually thought of as being a series of planes over the mountain, had a large number of engines to haul cars up grades between the planes. It was originally thought that the steam locomotive could not pull anything up a grade because the smooth drivers would slip on the smooth rails. However, until locomotives became larger than the earliest ones (6 to 10 tons), they could pull relatively little uphill.

The A.P. opened in 1834 and closed about 1856. As it and the Philadelphia and Columbia RR were built and owned by the state, they interchanged locomotives. After the engines built in 1840 there are no further locomotive builder records until 1850 of additional locomotives. None were numbered.

				Pa.RR	
				C.N. Ren. 1-1-1857	
Lycoming	4-4-0	Norris	7 1850	210	
Montgomery	"	Norris	1850/52	203	
Westmoreland	"	Norris	7 1851	198	
Cherokee	"	Norris	"	197	
Juniata	"	"	"	199	
Cambria	"	"	"	196	
W. T. Morrison	4-6-0	"	1854	209	
Hercules	"	"	"	205	
Plair	"	"	"	208	
Thomas Forsyth	"	Baldwin	1855 640	207	27 tons 48" drs.
Wm. Hopkins	"	"	1856 680	206	" " "

	BOSTON	4-2-0	8x16 48"	1834	R. M. Bouton CUV
	The BOSTON is probably the engine of the same name from the Boston & Worcester R. R., rebuilt by R. M. Bouton of the Mill Dam Foundry.				
REPORT 1849					
GONE	BACKWOODSMAN	4-2-0		1836	McClurg, Wade CUV
"	PITTSBURGH	4-2-0		1837	McClurg, Wade CUV
"	MOUNTAINEER	4-2-0		1837	McClurg, Wade CUV
"	CONEMAUGH	4-2-0		1837	McClurg, Wade U
GONE	re PENNSYLVANIA	ca. 1839			C V
GONE	ALLEGHENY			1835	E. A. G. Young CUV
GONE	COMET			1836	E. A. G. Young CUV
GONE	DELAWARE			1833	E. A. G. Young U
GONE	re TENNESSEE	ca. 1839			
GONE	GEORGE WASHINGTON	4-2-0		1836	Norris BCUV
GONE	BENJAMIN FRANKLIN	4-2-0		1836	Norris BCUV
GONE	ROBERT MORRIS	4-2-0		1836	Norris BCUV
GONE	BUSH HILL	4-2-0		1837	Norris BCUV
GONE	INDEPENDENCE	4-2-0		1837	Norris BCUV
	JAMES MADISON	4-2-0		1837	Norris BCUV
	LAFAYETTE	4-2-0		1837	Norris BCUV
	UNITED STATES	4-2-0		1837	Norris BCUV
	CONSTITUTION	4-2-0		1837	Norris BCUV
	JAMES CLARK	4-2-0		1840	D. H. Dotterer C
	DAVID R. PORTER	4-2-0		1840	D. H. Dotterer C

Also the following transferred from the Philadelphia and Columbia R. R. in 1845:

KENTUCKY	4-2-0	1835	Baldwin #14	C
OHIO	4-2-0	1835	Baldwin #22	C
PAOLI	4-2-0	1837	Baldwin #65	C

The late C. F. Dendy Marshall, in his "Two Essays in Early Locomotive History," quoted an article in 'The Locomotive' for October 1910 which claimed that the DELAWARE, ALLEGHENY and COMET were built by Braithwaite, Milner & Co., but all other known authorities state they were built by E. A. G. Young, of Newcastle, Delaware. However, the construction dates suggest that they were second hand locomotives possibly only rebuilt by Young. There is a reasonable presumption that the COMET was the engine of the same name built by Stephenson in 1834 for the Philadelphia and Columbia R. R. and rebuilt by Young in 1836. It is equally likely that the ALLEGHENY and the DELAWARE were similarly rebuilt and perhaps originally built by Braithwaite, Milner.

The Norris engines all saw some service on the Philadelphia and Columbia R. R. before being transferred to the Portage Railroad.

*Juniata
 Lancaster
 Columbia
 Thomas Jefferson
 Shunk*
 BUILT 1844/49 [12] from Philad. RR (after 1839) B.V. RR
 A.P. in 1848/49 ORISEN UNIVERSITY (1842)

Allegheny Valley RR, RY

Inc. 4-14-1852 as a renaming of Pittsburgh, Kittanning, and Warren RR.
 Suppl. 4-14-1853 allows construction of branches in Clarion, Jefferson, Elk, Forest, Mc-
 Lean and Potter Counties. May connect with any N.Y. State RR in McKean or Potter County.
 Construction commenced 1853
 Opened Pittsburgh to Kittanning 1-29-1856, to Mahoning 5-12-1866, to Brady Bend 6-27-1867,
 to Oil City 2-2-1870 or 1867. 132 miles total. Reached the oil fields.
 Used Pittsburgh & Susquehanna RR charter to build from Red Bank to Driftwood, 110 miles,
 1871-1874, opened 6-1-1874.
 Built Lawsonham to Sligo 1874-76, 10 miles; Verona to coal mines on Plum Creek at Unity
 (Allegheny County) prior to 1870.
 Merged into Pa. RR 4-7-1910. Construction during 1860s financed by the Pennsylvania.
 Originally RR intended to bring freight from New York State RRs down to Pittsburgh and
 to haul coal up to the lakes, but primarily the former. It was financed by the state
 in the 1850s apparently. Had locomotives.

Reorg. after foreclosure as Rv. 2-6-1892. (bankrupt in 1884)
 Abandonments:

- SOUTH SIDE OF*
 Main Line, Pittsburgh to Oil City; Oil City to Emlenton, 33.2 mi, 8-9-1984;
 Emlenton to Red Bank, 20.6 mi. 5-14-1984; Red Bank to north of Templeton, 9.6 mi. 5-14-1984; Kiskiminitas Jct. to Arnold 10.0 mi 5-14-1982. *Ab. due to tunnel deterioration*
 Low Grade Br.: Red Bank to Driftwood, 110 miles; Red Bank to 1 mile west of Lawso-
 hen, 4.7 miles 5-14-1984.
 Plum Creek Br: Verona (Edgewater) to Unity (coal mine), 7.0 mi. Ab. 5-13-1937 .8
 mi. in Unity; outside of Verona at m.p. 1.1 to end at m.p. 4.8 (jct. with Un-
 ity RR 5-28-1971; .8 miles at Verona 7-13-1984
 Indian Run Br.: Parnassus to New Kensington (along the river) 2.0 miles. Ab. .6 mi
 5-15-1984 at New Kensington
 Pucketa Br: Parnassus to coal mine, 1.7 mile. Built after 1908, location ?; Ab. af-
 ter 1925.
 East Brady Br: This was former main line which became a branch when tunnel built.,
 6.1 miles, Tunnel built 1915. Ab. 7-23-1962 1.2 mi East Brady to north end
 of tunnel bypass; 2-24-1982 2.5 mi East Brady to Phillipston; 5-15-1984 2.0
 mi Phillipston to south end of tunnel.
 Kennerdell Br.: In 1913 tunnel built to bypass town but old line left to serve a re-
 finery. 4.3 mile branch. 1.6 miles aband. between 1922 and 1940. 2.7 mile
 remainder aband. 2-7-1941. Refinery had closed in 1939.
 Sligo Br: Lawsonham to Sligo, 10.6 mi. Ab. .2 mi at Sligo 5-15-1984
 Bostonia Br.: At New Bethlehem 1.4 miles beginning 1.2 mi. west of station. Built
 after 1906. Ab. after 1925.
 Brookville Br.: In Brookville from west side of town running northeast (possibly
 originally part of logging RR) 1.4 miles.
 Penfield Br: beginning .4 mi east of sta. and running 1.0 mi (not shown on any maps;
 built 1900 for mining and lumber and op. dis. 1934. Ab. 4-1-1941

The railroad was opened in January 1856 and kept its separate locomotive number-
 ing and identity until 1903. It is not known what the earliest locomotives were
 as 1862 is the earliest date traceable (from an 1870 annual report). The rail-
 road's shop at Verona made some engines. Many of the later engines were built to
 standard Pa. RR designs.

							Pa.#
1	?	A.V.Shop	pr.1870	48"	Drs, 16"x24"	67,400#	(1870s)
1	4-4-0	"	?				(in existence 1897)
2	"	Norris	1862	.60"			
2	"	A.V.Shop	?				(in existence 1897)
3	"	Norris	1862	60"			
3	"	A.V.Shop	?				(in existence 1897)
4	"	Norris	1862	60"			
4	0-6-0	Baldwin	1889 9809				6405
5	?	A.V. Shop	pr.1870	54"	11 1/2 x 24		(in existence 1870)
5	0-6-0	Pittsburgh	1882 573	50"			" " 1897)
5	2-8-0	Altoona	1880 492	ex Pa. #94;	H-1;	acq. after 1897	6454
6	?	A.V.Shop	pr.1870	42"	13 1/2 x 18		(prior 1870)
6	4-6-0	ALTOONA	1881 596				(prior 1897)
6	2-8-0	Altoona	1881 553	ex Pa. 226,	H-1,	acq. after 1897	6456
7	?	A.V.Shop	pr.1870	42"	13 1/2 x 18		
7	0-6-0	Baldwin	1887 8368				6407
8	4-6-0	Norris	1863	48"	18x22	67,400#	
8	2-8-0	Pittsburg	1889 1090	50"			6465
9	?	Norris	1863	54"	12x18	42,600#	
9	2-8-0	Pittsburg	1889 1052	50"			6466
10	0-6-0	Baldwin	1864 1319	46	15x18		
10	2-8-0	Pittsburg	1890 1174				6467
11	0-6-0	Baldwin	1865 1361	46	15x18		
11	"	"	1890 11105				(this engine may have been #16 instead of 11) 6406
11	2-8-0	Baldwin	1903 21924	class H6a			6484
12	Gov't	Alexandria, Va.		56	17x22	(prior 1870)	gone by 1897
12	0-6-0	Altoona	1899 2061	class B4a			6413
13	"	Baldwin	1865 1426	44	15x18		gone by 1891
13	2-8-0	Pittsburgh	1891 1247				6468
14	0-6-0	Baldwin	1866 1493	44	15x18		
14	"	Altoona	1899 2062	class B4a			
15	4-6-0	Baldwin	1866 1510	54	16x22		
15	"					(1897 list. Maybe 1st 15)	
15	2-8-0	Baldwin	1903 21925	class H6a			6485
16	4-4-0	Norris/Lane	1866/7	60"	16 1/2 x 22		
16	see 2nd #11						

Allegheny Valley RR cont.

17	4-4-0	Pittsburg	1867	6	60	17x26			
18	"	"	"	7	"	"	scrapped 1897 to 1902.		
19	"	Norris/Lan	1867/8		"	17x24			6428
19	"	A.V.Shop	1897		"	"			
20	"	Norris/Lan	1867/8		"	"			6429
20	"	A.V.Shop	1896		"	"			
21	"	Norris/Lan	1867/8		"	"			6432
21	"	A.V.Shop	1897		"	"			
22	"	Norris/Lan	1867/8		"	"			6430
22	"	A.V.Shop	1897		"	"			
23	"	Norris/Lan	1867/8		"	"			6433
23	"	A.V.Shop	1898		"	"			
24	"	Norris/Lan	1867/8		"	"			6434
24	"	A.V.Shop	1898		"	"			
25	"	Norris/Lan	1867/8		"	"			
25	0-6-0						(1897 list)		6435
25	4-4-0	A.V.Shop	1898						
26	"	Hinkley	1867/8		60"	16x24			
26	0-6-0	Baldwin	1889	10463	"	17x24	(This might be #25) if so, #26 is	4-4-0	6408
27	4-4-0	Norris/Lan	1868		"	17x24			6431
27	"	A.V.Shop	1897		"	"			
28	"	Norris/Lan	1868		"	"			
28	0-6-0						(1897 list)		6436
28	4-4-0	A.V.Shop	1898						
29	0-4-0	Pittsburgh	1868	31	48	14x24	44,000#		6409
29	0-6-0	Baldwin	1887	8804	"	"			
30	0-4-0	Pittsburgh	1868	32	"	"			6410
30	0-6-0	Baldwin	1889	9896					
31	?		1869/70						
31	2-8-0	Juniata	1893	281		class H3b			6472
32	?		1869/70						
<p>(Note: Pittsburgh Loco Works records say #29 and #30 were #30 and 31. The 1870 annual report say that #31 and #32 were 0-6-0 switchers by Baldwin. However, Baldwin shows no such locomotives being built. If Pittsburgh records are correct, then we don't know what 1st #29 was; ditto for first #32.)</p>									
32	0-6-0						(1897 list)		6437
32	4-4-0	Altoona	1884	923		ex Pa. #28, class D-8a			6423
33	4-4-0	A.V.Shop	1870						6424
34	"	"	1870						
35	"	Pittsburgh	1870	78	62"	16x24	Scrapped 1898-1902		6438
35	"	Altoona	1883	813		ex Pa. #1050, class D-8a, acquired after	1898		
36	"	Pittsburgh	1870	79	62"	16x24	Scrapped 1898-1902		
37	"	Baldwin	1871	2343	"	17x24	"		6442
37	"	Altoona	1902	2223		class D-16b			6425
38	"	Baldwin	1871	2344	62"	17x24			6426
39	"	"	"	2346	"	"			6427
40	"	"	"	2350	"	"			
41	"	"	"	2349	"	"	(scrapped 1898-1902)		6486
41	2-8-0	"	1903	21926	"	"	(scrapped 1898-1902)		
42	4-4-0	"	1871	2358	"	"			
42	2-8-0	Altoona	1880	493		ex Pa. #108, class H-1, acquired after	1897		6401
43	0-6-0	Pittsburgh	1872	186	49"	15x24			6402
44	"	"	"	187	"	"			
45	4-4-0	Pittsburgh	1872	172	62"	16x24	(scrapped 1898-1902)		6453
45	2-8-0	Altoona	1880	496		ex Pa. #109, H-1, acquired 1898-02			
46	4-4-0	Pittsburgh	1872	173	62"	16x24	(scrapped 1898-1902)		6454
46	2-8-0	Altoona	1879	441		ex Pa. #795, H-1, acquired 1898-1902			
47	4-4-0	Pittsburgh	1872	174	62"	16x24	(sc. 1898-1902)		6459
47	2-8-0	Altoona	1880	504		ex Pa #464, H-1, acq. 1898-1902			
48	4-4-0	Pittsburgh	1873	204	62"	16x24	(sc. 1898-1902)		6460
48	2-8-0	Altoona	1882	637		ex Pa. #421, H-1, acq. 1898-1902			6411
49	0-6-0	Baldwin	1891	11695					
49	4-4-0	Pittsburgh	1873	205	62"	16x24			
50	"	"	"	255	"	"	Sold by A.V.		6412
50	0-6-0	Baldwin	1891	11696					
51	4-4-0	Pittsburgh	1873	256	62"	16x24	(sc. 1898-1902)		6451
51	2-8-0	Altoona	1880	500		ex Pa. 309, H-1, acq. 1898-1902			
52	4-4-0	Pittsburgh	1873	257	62"	16x24	Sold by A.V.		6469
52	2-8-0	Pittsburgh	1891	1248	50"	21x24			
53	4-4-0	"	1873	258	62"	16x24	Sold by A.V.		6470
53	2-8-0	Juniata	1892	161		class H-3a			
54	4-4-0	Pittsburgh	1873	259	62"	16x24	Sold by A.V.		6415
54	0-6-0	Juniata	1892	171		class B-4			
55	4-4-0	Pittsburgh	1873	260	62"	16x24	Sold by A.V.		6416
55	0-6-0	Juniata	1892	172		class B-4			
56	4-4-0	Pittsburgh	1873	261	62"	16x24	(sc. 1898-1901)		6443
56	"	Altoona	1901	2197		class D16b			
57	"	Pittsburgh	1873	262	62"	16x24	(sc. 1898-1902)		6457
57	2-8-0	Altoona	1880	510		ex Pa. #445, H-1, acq. 1898-1902			
58	4-4-0	Pittsburgh	1873	263	62"	16x24	(sc. 1898-1902)		6458
58	2-8-0	Altoona	1881	555		ex Pa. #235, H-1, acq. 1898-1902			
59	4-4-0	Pittsburgh	1873	264	62"	16x24	(sc. 1898-1903)		6403
60	0-6-0	"	"	275	49"	"			6404
61	"	"	"	276	"	"			
62	4-4-0	"	"	305	55 1/2"	16x24	(sc. 1898-1902)		6446
62	"	Juniata	1903	1059		cl. D-16b			
63	"	Pittsburgh	1873	306	55 1/2"	16x24	(sc. 1898-1902)		6444
63	"	Altoona	1902	2224		cl. D16b			
64	"	Pittsburgh	1873	307	55 1/2"	16x24	(sc. 1898-1902)		6445
64	"	Altoona	1902	2225		cl. D16b			

Allegheny Valley RR cont.

1903
Pa.#

65	4-4-0	Pittsburgh	1873	308	55 1/2"	16x24	(sc. 1898-1902)		
65	2-8-0	Altoona	1880	494	ex Pa. #151,	H-1m	acq. 1898-1903	6461	
66	4-4-0	Pittsburgh	1873	300	55 1/2"	16x24	(sc. 1898-1902)		
66	2-6-0	Baldwin	1902	20613	cl. F-3			6449	
67	4-4-0	Pittsburgh	1873	310	55 1/2"	16x24	(sc. 1898-1901)		
67	2-6-0	Baldwin	1901	19057	cl. F-3			6447	
68	4-4-0	Pittsburgh	1873	311	55 1/2"	16x24	(sc. 1898-1902)		
68	2-8-0	Altoona	1880	503	ex Pa. #381,	H-1,	acq. 1898-1902	6462	
69	4-4-0	Pittsburgh	1873	312	55 1/2"	16x24	(sc. 1898-1902)		
69	2-6-0	Baldwin	1901	19058	cl. F-3			6448	
70	4-4-0	Pittsburgh	1873	313	55 1/2"	16x24	(sc. 1898-1902)		
70	2-8-0	Altoona	1880	491	ex Pa. #52,	H-1,	acq. 1898-1902	6463	
71	4-4-0	Pittsburgh	1873	314	55 1/2"	16x24	(sc. 1898-1902)		
71	2-8-0	Altoona	1880	513	ex Pa. #475,	H-1,	acq. 1898-1902	6464	
72	4-4-0	Pittsburgh	1873	315	55 1/2"	16x24	(sc. 1898-1902)		
72	2-8-0	Baldwin	1903	21941	cl. H6a			6487	
73	4-4-0	Pittsburgh	1873	316	55 1/2"	16x24	(sc. 1898-1902)		
73	2-6-0	Baldwin	1902	20614	cl. F-3a			6450	
74	no record.	gone before	1891				second hand		
74	2-8-0	Juniata	1891	25	cl. H3a			6471	
75	no record.	gone before	1896				second hand		
75	0-6-0	Altoona	1896	1979	cl. B4a			6418	
76	4-4-0	on roster	1897,	gone	by 1902.		second hand		
77	no record.	gone before	1893				second hand		
77	0-6-0	Juniata	1893	197	cl. B4			6417	
78	4-4-0	on roster	1897,	gone	by 1903		second hand		
No record of engine above #78 until 1893									
79	2-8-0	Juniata	1893	207	cl. H3b			6479	
80	"	"	"	282	"			6480	
81	"	"	"	287	"			6481	
82	"	"	"	288	"			6482	
83	0-6-0	Altoona	1896	1980	cl. B4a			6419	
84	2-8-0	Juniata	1896	391	cl. H3b			6473	
85	"	"	"	392	"			6474	
86	"	"	1894	307	ex Pa. #123,	acq. 1898	H3b	6475	
87	"	"	"	313	"	542,	H3b	6476	
88	4-4-0	Altoona	1886	1046	"	162,	D8a	6439	
89	"	"	1883	814	"	1051,	D8a	6440	
90	"	"	1884	925	"	1095,	D8a, acq. 1899-1900	6441	
91	2-8-0	Juniata	1894	314	"	144,	H3b	6477	
92	"	Baldwin	1900	18034	cl. H3b			6478	
93	"	"	"	18035	"			6483	
94	0-6-0	"	"	18037	cl. B4a			6420	
95	"	"	"	18066	"			6421	

Pa.#	1903	AV #																	
1	41	43	6410	30	6420	94	6430	22	6440	89	6450	73	6460	48	6470	53	6480	80	
2	44	49	1	49	1	95	1	27	1	90	1	51	1	65	1	74	1	81	
3	60	50	2	50	2	17	2	21	2	37	2	42	2	68	2	31	2	82	
4	61	12	3	12	3	33	3	23	3	56	3	45	3	70	3	84	3	93	
5	54	14	4	14	4	34	4	24	4	63	4	46	4	71	4	85	4	11	
6	16	54	5	54	5	38	5	25	5	64	5	5	5	8	5	86	5	15	
7	7	55	6	55	6	39	6	28	6	64	6	6	6	9	6	87	6	41	
8	26	77	7	77	7	40	7	32	7	67	7	57	7	10	7	91	7	72	
9	29	75	8	75	8	19	8	35	8	69	8	58	8	13	8	92	8		
		83	9	83	9	20	9	88	9	66	9	47	9	52	9	79	9		

Bald Eagle Valley RR

Inc. 3-25-1861 as reorg following foreclosure sale of 1-29-1861 of Tyrone & Lock Haven RR (Bellefonte to Milesburg to Bellefonte & Snow Shoe RR, 4.2 miles)
 Built Vail to Bellefonte & Snow Shoe RR 26.4 miles, 1863; Milesburg to Lock Haven, 22 miles, in 1865. This construction work financed by Penna. RR.
 Leased in Pa. 7-1-1864; operated by Pa. from 1-20-1863; merged into Pa. RR 3-31-1908.
 Had locomotives prior to 1863. Intended to give outlets for B&SSRR coal.
 Bellefonte, Nittany & Lemont RR merged in 8-1-1889 (Bellefonte to Lemont)
 Aband. 2-25-1982 Milesburg to Tyrone 24.5 miles. In 1984 this track transferred to Nittany & Bald Eagle RR. Ab. 6-2-1983 Milesburg to Mill Hall, 20.5 miles. *Not known why this closely paralleling line built unless as the start of double tracking the railroad. The track was still in in the early 1960s but unused. Freight trains had used the line which did not have the passenger station.*
to STATE AND NITTANY & BALD EAGLE RR TO OPERATE
NOT TOWN VP. 8-1987

Bedford & Bridgeport RR

Inc. 3-31-1868 Bedford to Bridgeport, Bedford County
 Suppl. 3-16-1870 may extend Bedford to Mt. Dallas.
 Suppl. 2-26-1872 may extend from New Bridgeport to Maryland State Line and built north from Bedford to Blair county.
 Leased 9-15-1871 to Huntington & Broad Top Mountain RR. Intention: ?
 Foreclosed 3-26-1891 and reorg as B. & B. Ry. Co.
 Leased to Penna. RR 5-1-1891
 Merged with Bedford & Holidaysburg RR 4-30-1911 to form Hollidaysburg, Bedford & Cumberland
 Built Mount Dallas to Md. State line, 39 miles, opened 1872. Holderbaum Branch 10.5 miles built circa 1874. *Na locomotives also called Dunning's Creek Br.*
 Extension north from Holderbaum to Imler built by Bedford & Holidaysburg RR.
 Aband. 1976 (when Conrail took over ?) Cumberland, Md. to Napier, 33 miles. Ab. 12-10-1981 Napier to Bedford, 4.5 miles. Ab. Bedford to Mt. Dallas, 6 miles, 10-25-1982, and north to Cassin. Holderbaum Br. ab. prior 1916.

Bedford & Holidaysburg RR

Inc. 10-11-1902 as successor to Pennsylvania Midland RR, foreclosed, Holderbaum, Bedford & Co. to 2 1/2 miles north of Imler, 12.5 miles
 Built from 2 1/2 miles north of Imler to Brooks Mills 5-29-1910 to form a connecting link between the main line of the Pa. RR and Bedford & Bridgeport RR. 12.5 mi.
 Built and controlled by Pa. RR No locos.
 Merged 4-30-1911 with Bedford & Bridgeport RR to form Holidaysburg, Bedford & Cumberland RR
 Aband. 6-14-1982 Brooks Mills south to Penna. Midland track, 12.5 miles. Track not removed and in 1984 7 miles from Brooks Mills to Sproul, where there is a brick company, leased to Everett RR.

Bellefonte & Snow Shoe RR

Inc. 3-24-1859 as renaming of Allegheny & Bald Eagle RR, Coal & Iron Co.
 Built 1860-61 Bald Eagle Valley to Snow Shoe, 21 miles. Had trackage rights on Tyrone and Lock Haven RR into Bellefonte, 4 miles.
 Intended to reach coal mines at Snow Shoe and take it to iron furnaces at Bellefonte
 Sold Jan. 1881 to Bald Eagle Valley RR which was leased to the Penna. RR. Operations discontinued early/mid 1950s due to decreased mining activity and trucks.
 Had a switchback on its main line.
 Aband. 3-6-1959 22.2 miles (all)
 Branch lines to reach coal mines:

Sugar Camp Br., 8.6 miles, Snow Shoe north up Cherry Run
 Grauer Br., 2.3 mi, from N.Y.C.RR crossing to west Cherry Run school
 Big Sandy Br, 2.4 mi from Sugar Camp Br. to mine #25, n.w.
 This data from Pa RR 1922 report disagrees with 1928 topo map showing 5 mile line running from near Snow Shoe west to Per Se, another 2 1/2 mile line from NYC crossing running west, an the major branch from Snow Shoe running north to NYC crossing, then east about 2 miles, north 2 miles to Sandy Run and then following Sandy Run east with mine spurs about 4-5 miles, a total of 10-11 or 12 miles.
 Aband. branch lines never reported except 1/2 mile 12-3-1943 west of Snow Shoe to end of track. Most mines closed in Depression.

First locomotive built for Allegheny & Bald Eagle Coal & Iron Co:

#1	0-8-0 Baldwin	12-58	835 20 tons	43" drs.	(Flexible beam)
2	Moshannon	"	1863 1139 20 1/2 "	"	"
	Monitor	0-4-0T	" 1864 1282 10 "	36"	Sold Sept. 1864 to Phila. & Reading RR #140, "Ant"
	#1 and 2 originally not numbered.				
3	0-8-0	"	1865 1343 20 1/2 "	43"	(flexible beam)
4	"	"	" 1347 "	"	"
5	4-6-0	"	1869 2048 24 1/2 "	54"	Became Pa. RR #69
6	"	"	1880 5301	"	#20

Bellefonte, Nittany & Lemont RR

Inc. 9-11-1883 to connect Lewisburg & Tyrone RR at Lemont to Bellefonte, 9.4 mile.
 Built by Pa. RR and operated as of 7-22-1885 by them Merged 8-1-1889 into Bald Eagle Valley RR. Aband. all 6-2-1983 & sold to Nittany & Bald Eagle RR 1984. Serves glass plant with sand and cement plants.

Bells Gap RR

Inc. 5-11-1871 from Bell's Mill Station, Blair Co. on Penna. RR to Bell's Gap and then Tub Spring, Clearfield Creek and fallen timber, Cambria Co., 17 miles and branch from Tub Springs to Galitzen. Gauge not to exceed 3' 9 1/4" Intended for coal mines.
 Built as 36" narrow gauge, Bellwood (Bell's Mills) to Lloyds (top of mtn.) 8.4 miles 1873
 Lloyds to Coalport 1880; Coalport to Irvona 1882
 Bellwood to Irvona 25.3 miles. Converted to std. gauge 1883. Had locomotives.
 Merged 12-27-1889 into Penna. & Northwestern RR with Clearfield & Jefferson RR.

Branches - all to reach coal mines

Stroud Br.: Figart s.w. thru Blandberg 2.3 miles on Powell Run with 2 1/2 mile spurs unnamed; Figart n.e. about 1.2 mile
 Fallen Timber Br: Glasgow, 1/2 mile south of, s.w. .9 mile. Aband. 10-22-1943
 Pine Run Br: Irvona n.e. parallel to Clearfield Southern RR about 2 1/2 miles (Pine Run RR)
 South Witmer Br: Irvona south along South Witmer Run 3.0 miles
 Aband. except for Fallen Timber Br, dates not known for branches.

Main line - Bellwood to near Blandberg, 9.3 miles, 2-7-1941. No local frt and thru frt rerouted. Blandberg to Stroud Br. Jct., .6 mile, 12-3-1943. Figart to Glasgow, 3 miles, Glasgow to Irvona, 7.4 miles, 2-8-1982.

1	0-6-0 Baldwin	1872 2879	15 1/2 tons	36" dr.	3' gauge. 4 wheel tender Sold Diamond Valley RR #1
1	2-6-0	" 1883 6891		56" " Std.	" "Irvona"
2	"	" 1873 3514	17 1/2 tons	36" " 3'	" Sold 1883 to Houston East and West Texas RR #6
2	2-8-0	" 1883 6925		50" " Std.	" "Bellwood"
3	2-6-0	" Oct 1880 5317	18 1/2 tons	37" " 3'	" Sold 1883 to MONTROSE RR #3
3	2-8-0	Grant Nov 80 1401		31" " 3'	" Sold 12-43 HOUSTON E. & W. T. RR
4	2-6-0	Baldwin 1882 5015		38" " 3'	" Sold 1883 Painesville & Youngstown RR #6
	No record of a std. gauge #3 and #4 although it seems likely they had them.				
5	2-6-0 Baldwin	1886 7894			

Bell's Gap RR cont.

										P&NW#	
6	no record										
7	2-8-0 Baldwin	1888	9288	P&NW#7	Pa. RR 1904	13	2-8-0	Bald. 1889	9735	13	7
8	"	"	9290	8	#6601	14	"	"	9736	14	8
9	"	"	9292	9		15	4-4-0	"	9758	15	9
10	"	"	9535	10		16	2-8-0	"	9737	16	10
11	"	"	9538	11		17	"	"	9805	17	11
12	"	"	1889 9734	12		18	"	"	9806	18	12
						19	"	"	9808	19	13

20 4-8-0 " 1873 3262 20 ex Pa RR #438, acq. 1-1889, Cl. Cla
 21 2-8-0 " 1889 10492 21 15 Disposed 1889?
 22 " " 1890 10617 22 16
 4 4 0 ex Charfield & Jefferson RR 20 (2nd) 14 acq 1869 by merger. (Never a Bell's Gap engine)

Belvidere Delaware RR

Inc. in N.J. Trenton to Manunka Chunk, NJ. On 4-16-1896 the Martins Creek RR of Pa. merged in. B.D.RR merged into United N. J. RR & Canal Co. 1-1-1958

Bradford Ry, RR

Inc. 1-7-1881 and opened in 1881, Bradford to Marshburg, McKean Co. to a connection with Kinzua Rt. 36" gauge. 14 miles. Had locomotives
 Leased 12-8-1881 to Western N. Y. & Penna. RR.
 Abandoned 1896 except for 250 feet at a crossing at Bradford
 Intended to served lumber industry and also for oil industry. A connecting line from Warren to Bradford.
 Rails torn up 1899. In 1911 Bradford Ry and Olean, Bradford & Warren RR (in Pa.) merged to form Bradford RR (2.3 miles from Bradford to Tarpot (6-30-1911)
 Merged 1-29-1932 into W.N.Y.&Pa.
 Locomotives were numbered in conjunction with Olean, Bradford & Warren RR. In 1881-82 they were renumbered into Buffalo, N.Y. & Pa. 105-120 series.

13	4-4-0 Brooks	1882	645	New.	Sold to Neileyville & Chappel Fork RR	1884	BNY&P#			
14	2 4-0 Porter	2-72	123?	ex Cairo & St. Louis #1?, acq. 7-81. Sold 12-81 to Allegany Central RR #2		#110				
14	4 4-0 Brooks	1882	665	New.	Sold Toledo & South Haven RR #1, 1894	#118				
15	"	"	1881	628	New. Sc. 1900	#115				

Brooks Mills & Altoona RR

Inc. 4-27-94 by Pa. RR: Brooks Mills, Blair Co. to Altoona, 15 miles
 Merged 6-1894 into Penna. Midland RR. No track laid by BM&A

Brookville Ry

Inc. 6-10-1896 Brookville to Hay's Lot, 13 miles (north of Brookville) Jefferson Co.
 Opened 12-17-1896 Brookville to Silver City. Built up North Fork and Windgall Run, later Little Clear Creek and Upper North Fork Creek. 10.7 miles main line.
 Intended to bring down logs for saw mill. Lumbering completed in 1905 and RR then bought by Pa. RR for unknown reason, 7-1-1905.
 See Jefferson County, A. W. Cook Lbr. for details and locos.
 Operations disc. by Pa. RR 7-15-1907 and abandoned except 1.4 miles at Brookville (unless this was a separate branch of the Penna. RR). This 1.4 miles authorized to aband. 3-1-1972 but not done and track reinstated 6-19-1975.

Brownsville RR

Inc. 10-6-75 Brownsville to Mt. Braddock, 17.5 miles, Fayette and Co.
 Built 3.5 miles in 1870, remainder to Redstone Jct. 1881-82.
 Intended to connect with South West Penna. RR near Uniontown. Connected coke ovens at Connellsville to Pittsburgh steel mills.
 Merged into Pitts, Virginia & Charleston RR 1880 (Redstone Branch) No locos.
 Brownsville RR referred to as Redstone Br., West Brownsville Jct. to Redstone Jct., 16.6 miles. Aband. 1976? when Conrail took over?
 Grindstone Br.: 1/2 mile east of Grindstone south on Row Run to Royal. 2.6 miles. Aband. 1-11-1951.
 Keister Br.: 1/2 mile south of Waltersburg running west 1.4 miles to Keisterville. Aband. 10-27-1950.
 Vance Mill Br.: Vance Mill n.e. to Bute, 2.4 miles. Ab. 1960s? later.
 Bute Run Br.: Vance Mill to Bitner, 2.4 miles. This line built by F. C. Frick Co. as an outlet to the Pa. RR for their Bitner coke works. Aband. 1-1--1943

Brownsville & State Line RR

Inc. 2-6-1893 Brownsville south to Denbeau, 7 miles & built.
 Merged into Pitts., Virginia & Charleston RR 1894, No locos. INTENDED? Inc: B. to State Line, 34 mi

Buffalo & Washington RR

Inc. 1865 in N. Y. State.
 In 1866 Sinnemahoning Portage RR merged into B&WRR (N.Y. State line to Emporium)
 Renamed Buffalo, New York and Phila. Ry. 2-18-1871.
 Some roadbed work, no track laid. Intended to connect Buffalo with Phila. & Erie RR

Buffalo, Chatauqua Lake & Pittsburgh RR
 Inc. 5-1879 as merger of Dunkirk, Chatauqua Lake & Pittsburgh RR and Corry and State Line RR (Buffalo to Corry) Inc. in New York.
 Merged Feb. 1880 into Pittsburgh, Titusville & Buffalo RR. No track laid

Buffalo, Corry & Pittsburgh RR
 Inc. 8-1867 as merger of Cross Cut RR (in Pa.) and Buffalo & Oil Creek RR (in N.Y.), Brockton, N.Y. to Corry, 43 miles.
 Intended to traverse oil fields.
 Company split up April 1879. Pa. portion 6.5 miles became Corry and State Line RR. N.Y. portion became Dunkirk, Chatauqua Lake & Pittsburgh RR.
 Opened in 1867, possibly using locomotives (?) of Buffalo & Oil Creek RR in N.Y. State which had merged in 1867 with the Cross Cut RR to form PC&P. Ran from Corry 6 1/2 miles north to state line. Had one engine bought new. In 1876 with 43 miles of track it only had 2 locomotives. Became part of Pitts. Titusville & Buff.

"? "E. P. Bemis" 4-4-0 Rhode Island Jan. 1871 CN 254

Buffalo, New York & Philadelphia Ry
 Inc. 2-18-1871 as renaming of Buffalo & Washington RR (inc. in N.Y. State Feb. 1865) and Buffalo and Allegheny Valley (inc. 1853)
 Opened Buffalo to Emporium 1873.
 Intended to connect Phila. & Erie RR to Buffalo area and served lumber industry.
 Merged into BNY&P 2-14-1883: Oil City & Chicago RR (Stoneboro to New Castle, 36 miles), Buffalo, Pittsburgh & Western RR (Buffalo, Oil City - Irvineton, Salamanca-Warren), Olean & Salamanca RR (N.Y.) Olean to Salamanca.
 Trackage rights Jamestown & Franklin RR, Oil City to Stoneboro.
 Reorg. 9-1887 as Western N. Y. & Penna. RR
 12-8-1881 bought all the stock of the narrow gauge Kendall & Eldred RR and the Olean, Buffalo & Warren RR, but these companies never merged in. This gave the RR a tie-in with oil fields and was competitor to the Erie RR's narrow gauge affiliates.

Opened Buffalo to Emporium in 1873 and in 1881 bought 4 narrow gauge lines - Kendall & Eldred; Olean, Buffalo & Warren; Bradford RR, Kinzua RR which had a total of 17 engines. Although the companies listed separately in Pools, their 17 engines (or maybe it was only 16) were renumbered (known nos. 105-120), but which was which is unknown. In 1887 the BNY&P became the WNY&P at which time only 9 were still owned and these were renumbered 201-209, but which was which is unknown.
 In 1883 the BNY&P acquired additional std. g. lines in NY and Pa.

						Rep. WNY&P
1	No record					
1	2-8-0 Baldwin	1878	4392	new		151
2	no record					
3	4-4-0 Baldwin	1870	2244	ex	Buffalo & Washington	"Holland" #4 acquired 1871
4	" "	1871	2363	"	" "	"Sardinia" #4 "
5	" "	"	2395	"	" "	"Yorkshire" #5 "
6	" "	"	2651	new	"Arcade"	
7	" "	1872	2711	"	"Machias"	
8	" "	"	2905	"	"Eldred"	
9	" "	"	2939	"	"Liberty"	40
10	" "	"	3018	"	"Norwich"	
11	" "	"	3020	"	"Keating"	
12	2-8-0 "	1873	3108	"	"Buffalo"	150
13	2-6-0 "	"	3116	"	"Emporium"	68
14	4-4-0 Brooks	"	179	"	ren. 94 in 1885	
15	" "	"	181	"		
16	2-6-0 Baldwin	"	3313	"		69
17	" "	"	3336	"		70
18	" "	"	3338	"		71
19	4-4-0 Brooks	"	218	"		
20	" "	"	220	"		
21	" "	1875	231	"		
22	unknown					
23	4-4-0 Brooks	1876	264	new		
24-25	" Baldwin	1877	4218-9	"		
26-27	" "	1879	4513-4	"	#26 ren. 97 in 1885	
28	4-6-0 Baldwin	1879	4571	new		95
29	" "	"	4579	"		96
30-31	" "	"	4662-3	"		97-98
32	2-8-0 "	1880	5263	"		152
33	4-6-0 "	1881	5768	"		99
34	" "	1882	6004	"		100
35	4-4-0 "	"	6408	"		27
36	" "	"	6406	"		28
37-38	" "	1883	6596-7	"		29-30
39	2-8-0 "	"	6698	"		153
40	" "	"	6701	"		154
41	" "	"	6709	"		155
42	" "	"	6713	"		156
43	" "	"	6765	"		157
44-49	Probably Oil City & Chicago RR				see that roster - merged 2-14-83	
50	0-4-4 "		6844	"		76
51	no record					
52	"				In 1883 BNY&P merged with Oil City and Chicago (6 locos)	
53	"				Olean & Salamanca (no locos, under const.), and Buffalo,	
54	"				Pittsburgh & Western (33 locos, ren. 72-104). Nothing fits	
55	"				for Nos. 51-55.	

Buffalo, New York & Phila. Ry. cont.

1890
W.N.Y.&P. *

55	2-6-0	Rome	1886	126	new				
56	4-6-0	Baldwin	1883	6793	Buff. Pitts. & West. #56,	acquired	1883	141	91
57	"	"	"	6798	"	"	"	"	92
58	"	"	"	6804	"	"	"	"	93
59	"	"	"	6808	new				94
60	"	"	"	6975	"				101
61	"	"	"	6984	"				102
62	"	"	"	6990	"				103
63	"	"	"	6995	"				104
64	"	"	"	7016	"				105
65	"	"	"	7020	"				106
66	0-6-0	"	"	6950	"				72
67	"	"	"	6951	"				73
68	"	"	"	7011	"				74
69	"	"	"	7015	"				75
70	4-4-0	"	"	7067	"				43
71	"	"	"	7066	"				44
72	0-6-0	"	1870	2163	Buff, Pitt&West 1.	Disposed by	1887		
72	4-6-0	Rome	1887	260	new				109
73	4-4-0	Baldwin	1870	2115	BP&W	2			
74	"	"	"	2127	"	3			
75	"	Pitts.	"	105	"	4	disposed by	1887	
75	4-6-0	Rome	1887	261	new				110
76	4-4-0	Pitts	1870	73	BP&W	5	disposed by	1889	
76	0-6-0	Baldwin	1889	9784	new				80
77	4-4-0	Pitts	1870	72	BP&W	6	disposed by	1887	
77	4-6-0	Rome	1887	262	new				111
78	"	"	"	"	BP&W	7	disposed by	1886	
78	2-6-0	Rome	1886	127	new				142
79	"	"	"	"	BP&W	8	disposed by	1887	
79	4-6-0	Rome	1887	263	new				112
80	"	"	"	"	BP&W	9			
81	"	"	"	"	BP&W	10	disposed by	1886	
81	2-6-0	Rome	1886	128	new				143
82	"	"	"	"	BP&W	11			
83	"	"	"	"	BP&W	12			
84	"	"	"	"	BP&W	13			
85	"	"	"	"	BP&W	14			
85	4-6-0	Baldwin	1885	7602	new				107
86	"	"	"	"	BP&W	15			
86	4-6-0	Rome	1886	199					113
87	"	"	"	"	BP&W	16			
87	4-6-0	Rome	1886	200					114
88	"	"	"	"	BP&W	17			
89	"	"	"	"	BP&W	18			
89	4-6-0	Baldwin	1885	7603					108
90	"	"	"	"	BP&W	19			
91	ex first #89, ren.	1885			BP&W	20			
92	"	"	"	"	BP&W	21			
92	4-6-0	Rome	1886	201					115
93	"	"	"	"	BP&W	22			
94	"	"	"	"	BP&W	23			
94	ex #14, ren.	1885			BP&W	24			
95	"	"	"	"	BP&W	25			
95	4-6-0	Rome	1888	329					117
96	"	"	"	"	BP&W	26			
97	ex #27, ren.	1885			BP&W	27			
98	"	"	"	"	BP&W	28			
99	"	"	"	"	BP&W	29			
100	0-6-0	Baldwin	1870	2077					77
100	2-6-0	Baldwin	1885	7619					
101	0-6-0	"	1870	2078	BP&W	30			
102	"	"	"	2327	BP&W	31			
103	4-4-0	Pitts.	"	106	BP&W	32			
103	2-6-0	Baldwin	1885	7617					78
104	"	"	"	"	BP&W	33			
105	2-6-0	Brooks	1875	229	ex McKean & Buffalo RR #3				67
106	4-6-0	Rome	1887	264	New (n.g. #106 had been sold)				116
Narrow gauge engines renumbered in 1884 BNY&P and in 1887 WNY&P. (Data from Vic-tor Koenigsberg.)									
106	4-4-0	Brooks	1880	486	ex Kendall & Eldred #13.	Sold Diamond Valley #21886			-
107	"	"	1877	312	ex Olean, Brd.&War. #7.	" So. Haven & Eastern #3, pr '97 #204			-
108	2-6-0	"	1879	349	" #8	" L.S. Clough (PT&ERR)			201
109	"	"	1878	321	" #9	So. 1900			202
110	4-4-0	"	1882	645	Bradford Ry #13	So. Neileyville & Chappel Fork -			-
111	2-6-0	"	1878	327	Kendall & Eldred #1	So. N.Y. Loco Works 1887			-
112	"	"	"	328	" #2	"			-
113	"	"	"	329	" #3	"			-
114	"	"	1879	350	" #4	So. Coudersport & Port Allegh. #3			-
115	4-4-0	"	1881	628	Bradford Ry. #15	So. 1900			205
116	"	"	"	629	Kinzua Ry #16	So. B..B.&K, 9-97, #12?			206
117	"	"	1882	666	" #17	" , 10-96, #7			207
118	"	"	"	665	Bradford Ry. #14	So. South Haven & East. #1			208
119	2-4-0	National	72		Kendall & Eldred #5	So. SI&E, 1904			209
120	2-6-0	Brooks	1878	326	O.B.&W. #12	So. BB&K #6m c. 1898			203

Buffalo, Pittsburgh & Western RR

Formed Jan 2, 1881 as a merger of:
 Pittsburgh, Titusville & Buffalo RR Brookton, N.Y. to Oil City to Irvineton
 Buffalo, Pittsburgh & Western Ry Buffalo to Portland, N.Y. (Brocton)
 Salamanca, Bradford & Allegheny River RR (Pa. & N.Y. corps.) Salamanca to Warren (but
 not built until 1882. Abandoned when Kinzua Dam constructed in 1960s.
 Titusville & Oil City RR Titusville to Pioneer, 8.9 miles.
 Merged 2-14-1883 into Buffalo, N. Y. & Phila. RR.
 Only track built was Salamanca to Warren. Aband. Glade to N.Y. State 196 , and 2.0
 miles Glade to Warren 3-3-1982.
 Locomotives: Only PT&B had locos, 33 of them. No change in numbers, scrapping, or
 additions before BP&W became RNY&P in 1883.

Bustletown RR

Inc. 12-27-1890 as reorg. of Frankford & Holmesburg RR (Holmesburg Jct. to Bustletown, 4.2
 miles.
 Leased to Penna. RR 1890. No locomotives. Merged into Connecting RR 1-1-1902

Bustletown & Eastern RR

Inc. 1-27-1893 from Phila. & Bustletown RR near Bustletown north east to Fallsington, Bucks
 Merged 5-1-1893 into Phila., Bustletown & Trenton RR. Not built. Co., 15 miles

Caledonia Iron, Land & RR Co.

Inc. 3-22-1867 to hold 16,000 acres and build a RR to connect to Caledonia & South Mountain
 RR (Maryland) Located in Franklin County.
 Suppl. 2-20-1769 may change their name
 Suppl. 4-30-1869 name changed to Southern Pennsylvania Iron & RR Co. No track laid

Cambria & Clearfield RR

Inc. 1-18-1887. Built by Penna. RR and immediately leased. Intended: Cresson to near Newburg, 34 mi
 Opened 9-24-1888 Kaylor to Glen Cambell Jct., 48.8 miles; LaJose to Brubaker Jct, 9.4 mi;
 Brubaker Branch 5.9 miles; and McGee to Lochvale, 6 mi
 Built 1892-93 Bradley Jct. to Cherry Tree (Susquehanna Extension)
 Cresson RR merged into C&C (Ebensburg to Cresson) 8-6-1891
 Merged into C. & G. Ry. 6-25-1903.
 Built 1890-92 Kaylor to Mahaffey Jct., 38.5 miles. Served coal mines

- Branches: (mileage at left is from Cresson) All served coal mines.
 Susquehanna Extension Br: Bradley Jct. to Cherry Tree, 17.6 mi.
 16.4 Luther Br.: Ehnor west .6 mi. Aband. 1201301972
 20.2 Sterling Br.: .2 mi north of Bakerton running s.w. 1.0 Ab. ?
 Spur Br: .8 miles running north off Sterling Br. Ab. ?
 21.3 Lantzy Br.: Spangler south .6 mi. (1 mile south of Spangler) Ab. ?
 23.8 Walnut Run Br: At Barnesboro 2.2 miles east Ab. ?
 24.5 Porter Run Br: At North Barnesboro 1.2 mi. Aband. 8-30-1971
 24.5 Gardner Run Br.: At North Barnesboro 1.1 mi Ab. ?
 25.5 Moss Creek Br: S. of Garman to Marsteller 2.2 mi. Ab. 2-18-1982
 26.2 Douglas Run Br: Garman west 1.2 mi. Aband. prior 1922
 27.2 Enigh Run Br: 1 mi. north Garman east .6 mi. Built 1920s? Ab. 12-13-1972
 (almost all these branches built prior to 1895 shown above)
 Branches off main line from north of Bradley Jct.:
 18.5 Patton Br. #2: Patton west 2.6 miles (trackage rights on NYC?) *
 Patton Br. #1: runs off #2 1.2 miles *
 Patton Br. #3: near Dry Hollow Run to mines 2.9 miles. Ab. 1-20-1972
 19.5 Patton #4: 1 mile north of Fatten running easterly .5 miles
 * 1.1 mile of some branch aband. 2-18-1982
 25.5 Hastings Br.: Garway (Brubaker) to Hastings Mines, 5.9 miles. Ab. 2-7-1972
 30.3? Kings Run Br: Welshdale (2 mi.n. of Westover) west 1.5 mi. Ab. prior 1922
 34.6 St. Lu Br: St. Lu .4 miles. Aband. prior 1922.
 35.6 LaJose Br: La Jose Jct. to La Jose .6 mile (connection to Clearfield &
 Jefferson RR)
 47.3? Burnside Br: Cush Creek Jct. south to Glenwood mine 1.5 (built after 1896)
 48.1 McCoy's Run Br.: Rayton to Urey 2.2 mi. Ab 6-3-1971.
 48.3 Brady Run Br: at Glen Campbell .6 mi.
 48.3 Whitehead Br: at Glen Campbell up thru town (?) .6 mi. Ab. 3-31-1943
 48.4 Glen Campbell Br.: Glen Campbell toward Hooverhurst, 1.6 mi. Ab. part 3-20-39
 48.4 Sutor Br.: at Glen Campbell, .4 mi. rest 3-31-1943

Main line aband. 2-18-1982 McGees Mills to Glen Campbell 5.7 miles. (This may be
 the former NYC line instead of Pa. line.) 2-7-1982 McGees to Mahaffey 1.8 miles.
 (probably Pa. line and NYC line continued in use.
 Allworth to Dundale (Dundale Br) .8 mile aband 1-1-1943. Location unknown

Cambria & Clearfield Ry.

Inc. 6-25-1903 and Filed 6-1-1903 consolidated 6 companies: Milersburg RR, Cambria
 & Clearfield RR (Cresson Jct to Hoovers Mills; Br. Jct. 49.6 miles, Bradley Jct to Cherry
 Tree, 17.6 miles), Penna. & Northwestern RR; Cresson & Irvona RR (Cresson to Irvona) 26
 .6 miles) Ebensburg & Black Lick RR (Ebensburg to Dilltown, 18.9 miles); Tyrone &
 Clearfield RR (Vail Sta. to Grampian, 49.6 miles); Penna & N.W. RR ran Bellwood to Hor-
 atio, 61.4 miles. Also many branches totalling 147 miles to coal mines. Acquire Pine Run
 Built Hillman Station to Clover Run Mine, 6 miles 8-15-1908 RR 1912 (2.4 miles)
 " Dilltown to Indiana Branch 1903-04.
 Merged 3-31-1913 into Penna. RR at which time had 406 miles.
 Aband. 1-11-1982 Dias to Dilltown, 3 miles (part of abandonment to Nahti-glo.)

Central Pennsylvania & Western RR

Inc. 3-1-1893 as a merger of Wilkes Barre & Western RR (Watsonstown to Millville & Orangeburg, Columbia County) and Turbottville and Williamsport RR and Orange and Lehigh RR. 30 miles track. Locomotives: See Wilkes Barre & Western RR.
 Reorg. 7-31-1902 as Susquehanna, Bloomsburg & Berwick RR. Independent with locomotives. Served rural area but intended to be a bridge road for soft coal from Clearfield and hard coal from Nanticoke area.

Chambersburg & Hagerstown RR

Renamed 4-28-1852 from Franklin RR.
 Renamed 3-17-1853 as the Chambersburg, Green castle and Hagerstown RR (Chambersburg to Hagerstown) Independent with using horses.

Chambersburg, Greencastle & Hagerstown RR

Inc. 3-17-1853 as name change from Chambersburg & Hagerstown RR. RR to be rebuilt for locomotive use.
 Act. 5-12-1857. Road can be sold to Cumberland Valley RR, repaired with new rail, and extended from Greencastle to B. & O. RR in Maryland.
 Suppl. 2-2-1859. Name changed to Franklin RR. (Chambersburg to Hagerstown) Had locos.

Chartiers RR

Inc. Jan. 1867 from foreclosure of Chartiers Valley RR (abandoned in 1856 uncompleted) Built 1871 Mansfield (Carnegie) to Washington, 24 miles financed by Penna. RR. Mansfield to Canonsburg opened 1870, 14.1 miles and Canonsburg to Washington, 8 miles opened 5-18-1871.

Leased to Pittsburg, Chicago & St. Louis RR 1-1-1872 1 locomotive.
 Merged into Pitts., Cincin., Chicago & St. Louis 12-31-1907
 Chartiers Br.: Carnegie to Washington, 23.6 miles. Aband. Washington to Tylerdale 1.8 miles 2-9-1982; Tylerdale to Arden, 1.4 miles ab. 10-2-1984.
 Bridgeville & McDonald Br.: Bridgeville to Rends Mine, 7.4 miles. Aband. Rends Mine back to Cecil, 2.5 miles prior 1970; ab. Cecil to Morgan 3.5 miles, 8-3-1971; ab. Morgan to Bridgeville 1.0 miles 8-31-1983. (Leaves .4 mi at Bridgeville) This branch and thers served coal mines.
 Millers Run Extension: Cecil on B&M Br. to Bishop, 1.1 mile and a .7 mile br. at Bishop running north. Aband. 10-28-1943
 Westland Br.: Houston to Westland, 5.0 miles. 2 miles aband. 9-13-1972. Rest ab. earlier - Westland to Brevard, 1.2 mi ab. prior 1959; Brevard toward Houston 1.8 mi ab. 1960-1971.
 Palanki Br.: Houston to Palanki, 1.6 mi. ab. prior 1959.
 branch at Meadow Lands running 1 mile south ab. prior 1982.

Chartiers Connecting RR

Inc. 11-21-81 From South end of CHARTIERS RY, WASHINGTON TO WASHINGTON & WAYNESBORO, PA, .8 miles. Opened 1885 and operated by Chartiers Ry. Merged into Chartiers 12-31-99.

Chartiers Valley RR

Inc. 2-7-1853 Washington to Pittsburgh & Steubenville RR near Pittsburg running thru towns of Birmingham and Canonsburg.
 Work abandoned 1856 with no track finished. Intended to connect town of Washington and Hempfield RR to Pittsburgh.
 Suppl. 3-26-1860 allows relocation of their partially constructed RR and abandon work between Washington and Pittsburgh.
 Became Chartiers RR Jan. 1867 by foreclosure.

Chester Creek RR

Inc. 4-16-1866 Lenni to Lamokin (South Chester), 7 miles and connect with West Chester and Phila. RR. Intention: ?
 Built 1867. Leased 1-13-1868 to Phila. & Baltimore Central RR.
 Suppl. 4-17-1867 to run to Pennelton, Delaware County and Lenni (not built)
 Merged 9-21-1917 into Phila., Balt. & Wash. RR No locomotives.
 Aband. 2-28-1975 5.6 miles Lenni (Wawa) to Upland (just outside of S. Chester).
 12-22-1981 .5 mile Upland to Chester.

Clearfield & Jefferson RR

Inc. Feb 21, 1885 to build an extension of Bells Gap RR from Irvona to Horatio; 37.5 miles. Opened to Mahaffey, 16 miles Oct. 1886, to Horatio Jan. 1888 Serve coal mines
 Merged 12-27-1889 with Bells Gap RR to form Penna. & Northwestern RR.
 In 1986 the former main line of 40.7 miles from Irvona to Fordham was reduced to 8.2 miles from Mahaffey to Hillman. Abandonments have been:
 3-20-1939 Berwindale to Mayes, 1.8; 1-20-1940 Mahaffey toward LaJose, 1.7 miles;
 3-6-1945 From 1.3 miles west of Irvona to Berwindale, 3.0 miles; 10-17-1950 Irvona to end of track, 1.3 miles; 1950s Mayes to LaJose and beyond to end of track except for short piece at LaJose, about 10 miles; 1-19-1972 Fordham to Mundorf, 1.7 miles; ? Mundorf to Punxsutawney, 6 miles; 2-10-1982 Punxsutawney to 1.4 miles west of Hillman, 8.4 miles; 1-11-1982 Hillman west 1.4 miles
 Bear Run Br. (Lochvale Br.) Sidney to Lochvale mines, 3.5 miles (in use 1986)
 Hillman Br.: Hillman to Clover Run mines, 6.9 miles
 Elk Run Br.: Punxsutawney to Anita, 5.4 miles. Aband. 4-10-1972
 Anita Br.: Anita to mine, 1.4 miles. (Millersburg RR ?) Aband. prior 1970.

Clearfield and Jefferson RR cont.

Engine numbers were designated so that there would be no conflict with

Fells Gap RR numbers

25	2-8-0	Baldwin	1886	8170	Became Penna. & N.W.	#25
26	"	"	1887	8724	"	26
27	"	"	"	8864	"	27
28	"	"	"	8870	"	28
50	4-4-0	"	"	8664	"	20, Pa. RR #6614

Cleveland & Pittsburgh RR

Inc. 4-8-1850 in Beaver County to run from state line to Ohio River or Penna. RR. at the mouth of Big Beaver and connect with Ohio & Penna. RR.

Built: state line near East Liverpool, Ohio to Rochester, Pa. 1856, 14 miles.

Intention: This was an extension of the Cleveland & Pittsburgh RR (Ohio Corp), Inc. 3-14-1836 and was intended to connect Pittsburgh with Cleveland the the Great Lakes. Had locomotives.

Leased or had trackage rights over Pitts., Ft. Wayne & Chicago from Rochester to Pittsburg, 25.6 miles.

Leased to Penna. RR 12-1-1871. *Track to Conrail 4-1-1976. Corp. subsequently dissolved*

Built about 1936 from Chester, W. Va. to Shippenport, 6.7 miles and then to Korbuta, 4 miles. Extended soon after 1 mile to Josephtown where connection made with new P.&L.E.RR line. (May not have been built under C&P charter).

Abandoned prior to 1972 Josephtown to Korbuta and to Shippenport. Aband. 3-9-1972 Shippenport to Chester.

Colebrook Valley RR

Inc. 1-6-1881 Cornwall to near Elizabethtown on Pa. RR.

Built Conewago to Cornwall, 16.3 miles, in 1884. Operated by Cornwall & Lebanon RR and merged into that company 6-1-1886. *t. Penna. Commonwealth garage*

Built a 1.3 mile branch at Colebrook south at some date which was aband. 3-30-1943.

Locomotives: Purchased one new engine which was numbered 3 probably so as to fit into C&L number system rather than being a third locomotive.

#1 unknown

All abandoned 1976.

2 unknown

3 4-4-0 Baldwin 1883 6842 New. Transferred to Cornwall & Lebanon RR, #? but probably 3.

Columbia & Maryland Line RR

Inc. 4-1-1863 as renaming of Washington & Maryland Line RR

Suupl. 4-4-1864 merge with Columbia & Port Deposit RR of Md. as Col. & Port Deposit RR

Columbia & Port Deposit RR, RY

Inc. 4-4-1864 as a reanping of Columbia & Maryland Line RR and merger with C&PDRR of Maryland. Proposed - Columbia, Pa. to Port Deposit, Md. 39.3 milws

Built by 1869 only 4.8 miles from Phila., Wilm & Balt. RR to Philadelphia and Baltimore Central RR in 1868 and opened 1869. Leased to PW&B. In Maryland.

Opened 7-6-1877 Columbia to Port Deposit. No locomotives.

Reorg. 7-17-1890 as C. & P. D. Ry.

Merged 9-15-1916 into Phila, Balt. & Wash. RR, Columbia, Pa. to Perryville, Md., 43.5 miles. Had acquired Port Depsot to Perryville in 1893 from PW&B.

Columbia Bridge Co.

Inc. ? Built the bridge between Columbia and Wrightsville, 1.2 miles, 1864.

Abandoned 8-1-1962.

Connecting Ry. Co.

Inc. 4-14-1863 from Phila. & Trenton RR near Frankford to connect with the Junction or Pa. RR in Philadelphia crossing the Schuylkill River above Girard Ave.

Built Mantua Jct. to Frankfort Jct., 6.8 miles. Leased to Phila. & Trenton RR upon completion, 6.2 miles, 1867. Built by Penna. RR interests and opened 1867. No locos.

On 1-1-1902 Phila., Germantown & Chestnut Hill RR, Engleside RR, Kensington & Tacony RR, Fairhill RR, Bustleton RR, and Phila., Bustleton & Trenton RR merged into Connecting Ry.

This created one RR corporation from Main Line to Phila. & Trenton RR.

1906 track: Frankfort Jct. to Girard Ave, West Phila. 6.4 miles (Connecting Ry.)

North Philly Jct. to Chestnut Hill, 6.8 mil (PG&CH RR)

Holmesburg Jct. to Buslton, 4.1 mi. (F&H RR)

Tioga St, Kensington to Tacony, 6.0 miles (K&T RR)

North Penn Jct. to Gxford Road, Phila., 3.6 miles (PB&T RR)

Allen Lane Sta. to Fort Hill, 6.3 miles (PG&CH RR)

Track to Conrail 4-1-1976. Corp. subsequently dissolved

Cornwall & Lebanon RR

Inc. 2-28-1882 and opened 9-1-1883, Cornwall to Lebanon, 5.4 miles. North Lebanon Br, 1 1/2 miles on north side of city. in 1890s and branch to Lake Conewago in 1890s, 1.4 miles.

Intended to serve iron ore and furnaces. Owned by Pennsylvania Steel Company originally.

Colebrook Valley RR merged into C&L 6-1-1886, Conewago to Cornwall, 16.3 miles.

Stock acquired by Penna. RR 1913. Merged into Pa. RR 4-15-1918. Had locomotives.

Main line and North Lebanon Branch connected by Lebanon Belt RR, built 1889/90

Cornwall & Lebanon RR cont.

Branches: Cornwall Ore Banks Br.: .1 mile south of Cornwall station to ore banks, 1.2 miles. Built 1883-84. In April 1920 Bethlehem Steel Co. acquired Cornwall RR and diverted all ore traffic to Cornwall RR. Op. disc. 1920. Aband. 4-6-1932.

North Lebanon Br.: .6 mi west of Lebanon sta. to North Lebanon, .3 miles

East Lebanon Br.: Lebanon station to Hebron, 1.4 miles.

Aband. Conewago to Cornwall, 16.3 miles in 1976 when Conrail formed.; 2.25-1982 1.9 miles Lebanon south to Midway; 8-6-1984 3.3 miles Midway to Kelly (Cornwall)

Locomotives: Railroad operated their own engines until 1918. Then everything renumbered

					Pa.#, 1918
1	2-8-0	Baldwin	1883 6807	Sold to Cin., Hamilton & Dayton RR	
1	"	"	1892 12632	(compound)	3685
2	"	"	1884 7132		
2	"	"	1900 17876	(compound)	3686
3	unknown unless	Colebrook	Valley RR #3, 4-4-0. Note that #2 came after CV #3. Although BLW record says CVRR#3 it may have been CVRR #1, ren. 3 on C&L.		
4	2-8-0	Baldwin	1888 9536		
4	0-6-0	"	1907 31103	Sold to Wabash Pittsburgh Terminal RR.	3687
5	"	"	1883/4 7025	Sold to Atlantic & Danville RR #15	
5	"	"	1889 10092		
6	4-4-0	"	1884 7455		
7	2-8-0	"	1885 7660		
8	0-6-0	"	1886 7847		
9	"	"	" 7849		
10	4-4-0	"	1887 8542		
8	0-6-0	"	1913 39456		3689
11	4-4-0	"	1889 10056	24" gauge for Mt. Gretna N.G.	3688
12	"	"	" 10100	" " " " " " Sc. 1916?	
13					
14	2-8-0	"	1890 10801		3690
15	4-4-0	"	1890 10945	24" gauge for Mt. Gretna N.G. Sc. 1916?	
16	0-6-0	"	1903 22598		3691
17	"	"	1904 23549		3692
18	4-4-0	Juniata	1906 1493	ex Pa. #587. class D16b	3693
19	0-6-0	"	1893	" B4a	3694
20	"	Altoona	" 1906	ex Pa. #6033, 823	3695
21	"	"	1895 1946	ex Pa #1421	3696
22	4-4-0	Juniata	1896 401	ex Pa. #903	3697
23	"	Baldwin	1906	ex Pa. #	3698
24	"	Juniata	1904 1207	ex Pa. #2382	3699

Corry & State Line RR

Inc. 4-28-79, Corry to N. Y. state line, 6.5 miles (formerly Buffalo, Corry & Pittsburgh RR) Merged 5-1879 with Dunkirk, Chataqua Lake & Pittsburgh RR (N.Y. portion of B. G. & P. RR) to form Buffalo, Chataqua Lake & Pittsburgh RR. No locomotives
Intended to connect oil fields with Buffalo.

Cresson RR

Reorg. 7-14-1891 of Ebensburg & Cresson RR
Merged 8-6-1891 into Cambria & Clearfield RR

Cresson & Clearfield County and New York Short Line Route RR

Inc. 12-19-1882 to serve coal mines.

Built Cresson to Irvona, 26.7 miles about July 1, 1886. Had locomotives. Independent RR. Leased to Pa. RR 1-1-1893. Reorg. 7-3-1894 as Cresson & Irvona RR.

Main line: Cresson to Irvona, 26.7 miles. At Coalport it connected with Bells Gap RR and both paralleled each other to Irvona, 2.3 miles. Aband. 2-18-1982 Irvona to Flinton, 5 miles.

Stevens Br: Condron (Dean) to Highland Park, 4½ miles. In 1896 reported only 1½ mi.

Last used in 1933 and 6-6-1939 1.6 miles aband. Note: 1920 topo. map shows a second rail line from Dean to head of Brubaker Run, 2 miles, but owner not given.

Beaver Dam Br.: Flinton south to Kreamer's saw mill, .8 mile. Later used for coal.

Ab. 3-31-1943

Hegarty Br: near Coalport west to mine. .5 mile. Ab. 19??

1	Samuel S. Blair	4-4-0		2nd hand	Pa. RR #1661*
2	Henry A. Gardner	2-8-0	Pittsburgh 1886 714	new	1662
3		4-6-0	Baldwin 1880 5301	Pa RR #20, acq 1867	1663*
4	George T. Bliss	2-8-0	" 1889 10490	new	1664, ren. 1517

No. 3 originally Bellefonte & Snow Shoe RR #5. Eventually became Lancaster &

* May have been scrapped before assignment. Reading N.G. RR.

Locomotives were lettered C. C. & R.R.

Cresson & Irvona RR

Inc. 7-3-1894 as reorg. of Cresson & Clearfield County and New York Short Line Route RR.

Trackage: Cresson to Irvona, 26.7 miles and 2 miles branches. Served coal mines

Leased immediately to Penna. RR which owned the stock. No locomotives.

Merged 6-25-1903 into Cambria & Clearfield Ry.

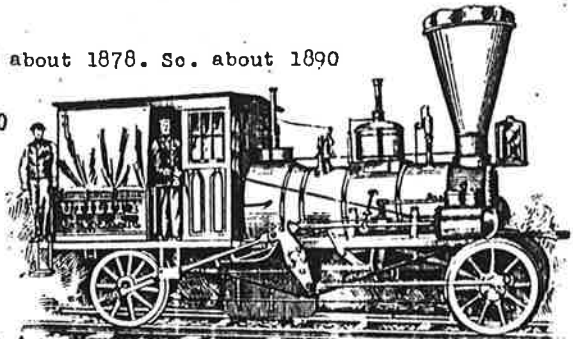
Cross Cut RR

Inc. 5-3-1864 Corry on Oil Creek RR to New York State Line.
 Built Corry to state line, 6.5 miles, opened 6-17-1867.
 Merged 8-1867 with Buffalo & Oil Creek Cross Cut RR to form Buffalo, Corry & Pittsburgh RR (N.Y. State)
 In April 1879 B. C. & P. split up. Penna. portion of 6.5 miles became the Corry and State Line RR. Probably no locomotives. Connect oil fields to Buffalo intended.

Cumberland Valley RR

Inc. 4-2-1831 Carlisle to Harrisburg.
 Suppl. 4-15-1835 may build from Susquehanna River to Carlisle, Shippensburg to Chambersburg, Franklin County.
 Suppl. 2-2-1836 build a bridge over Susquehanna River and connect with Harrisburg, Portsmouth, Mount Joy and Lancaster RR.
 Completed 11-16-1837, bridge 1839, 51 miles, Chambersburg to Harrisburg.
 Intended:
 Aband: 2-25-1982 20.6 miles, Carlisle to Shippensburg.
 Suppl. 4-1-1856 may build Chambersburg to B. & O. RR in Maryland or Virginia and to buy relay track and operate Franklin RR. (previously was strap iron RR. To relay the railroad track with T rail, the company had to raise more capital.
 Merged 6-1-1865 with Franklin RR to form C.V. RR.
 Bought 2-3-1906 Dillsburg & Mechanicsburg RR.
 Merged 7-1-1906 Cumberland Valley & Waynesboro RR into C.V.RR.
 Leased 3-1-1870 Southern Penna Iron & RR Co. (South Penn Jct. to Richmond) This line was not merged into the C.V.RR.
 Merged into Penna. RR 6-2-1919. Had come under influence of pa. RR in 1850s. Pa. bought a lot of the C.V. stock in 1910.

Cumberland Valley	Wrights	1837	Disposed	1849-52
Carlisle	"	"	GN	"
Chambersburg	" Baldwin	" 97	"	"
Shippensburg	" Norris	1838	"	"
Nicholas Biddle	"	"	Given #10 in 1874	"
C. B. Penrose	"	1839	Disposed 1849-52	"
T. G. McCulloch	"	"	"	"
Snapper	" New Castle	1839	"	"
Henrietta	"	1840	"	"
Franklin	" Norris	1839	from Franklin RR, acq. 1844.	Disposed 1849-52
Wm. Penn	4-4-0 S. Wilmarth	1850 60"	Dr. Given #23 in 1874	"
Robert Morris	"	1850	"	22 " "
Tiger	"	" 54"	"	11 " "
Leopard	"	"	"	12 " "
Pioneer	2-2-2T "	1851	"	13 " "
Jenny Lind	"	"	"	14 " "
Utility	0-4-0 "	1854 42"	"	17 " " See picture below.
Boston	2-2-4T "	1855 54"	"	16 " "
Enterprise	"	"	"	15 " "
Judge Watts	4-4-0 Lancaster	1857	"	18 " "
Col. Gehr	" Cooke	1861 48	"	19 " "
Thos. R. Kennedy	"	"	"	20
General Grant			Acq. 1865, ex USMR (?)	No. 24, 1874
General Sheridan			"	" 25 "
General Tyler	4-4-0 Rogers	1867 1480.	No. 21, 1874	"
Col. Hull	C.V. Shops	1869	" 26 "	(Pass. service)
A. S. Hull	4-4-0 Rogers	1870 1790	" 27 "	"
Mountaineer	"	"	" 30 "	(switcher)
Susquehanna	4-4-0 Rogers	1872 1988	" 28 "	"
Potomac	"	" 2020	" 29 "	"
Bridgenort	0-6-0 "	1874 2372	" 31 "	"
Nos. 1-9 not used. Engines scrapped before lumbering system begun				1919 Pa. RR#
1 0-6-0 Juniata	1917 3322	Cl. B&B		3776
2 " "	" 3323	" "		3777
8 " Baldwin	1890 10815			3778
9 " Rogers	1884 3465.	Ren. 12, 1891		
10 " "	1883 3203	Sc. 1912-19		
10 ex #17, 1882.	Sc. 1883			
11 ex Tiger, 1874.	Ren. 14, 1882			
11 ex #30, 1882.	Ren. 16, 1891			
11 0-6-0 Rogers	1891 4485			3779
12 ex Leopard, 1874	S. 1881			
12 ex #9, 1891.	Sc. 1912-19			
12 ex #31, 1882.	Ren. 15, 1891			
13 ex Pioneer, 1874	Sc. 1880			
14 ex Jenny Lind, 1874.	Rbt to 2-2-4T about 1878. So. about 1890			
15 ex Enterprise, 1874.	Sc. 1883			
15 ex #12, 1891.	Sc. 1897-1910			
15 0-6-0 Juniata	1910 2101	Cl. B&B #3780		
16 ex Boston, 1874.	Sc. 1881			
16 ex #22, 1882.	Sc. 1889			
16 ex #11, 1891.	Sc. 1894-96			
17 ex Utility, 1874.	Ren. 10, 1882			
17 ex 26, 1882	Sc. about 1890			
18 ex Judge Watts	Sc. 1881			
18 ex #11, 1882	Sc. 1890			
19 ex Col. Gehr, 1874	Sc. 1885			
20 ex Thom. Kennedy, 1874	Sc. 1886			
21 ex Gen. Tyler, 1874	Sc. 1887	SLATE VALLEY RR		
21 ex #31, 1891	Sc. 1897-1911			
22 ex Robt. Morris, 1874.	Ren. #16, 1882			
22 ex #32, 1891.	Sc. 1897-1911			



"Utility" in 1862 and used as switcher at Harrisburg and Bridgenort. Rbt. c. 1863 to tank switcher. In 1890s sold to Carlisle Mfg. Co. as plant switcher.

Cumberland Valley RR cont.

23	ex Wm. Penn, 1874.	Sc. 1881			
23	ex #33, 1891.	Sc. after 1911			
24	ex Gen. Grant, 1874.	Sc. 1889			
24	ex #34, 1891.	Sc. 1897-1911			
25	ex Gen. Sheridan, 1874.	Sc. 1889			
25	ex #35, 1891.	Sc. 1897-1911			
26	ex Col. Lull, 1874.	Ren. 17, 1882			
27	ex A. S. Hull, 1874.	Sc. 1890			
28	ex Susquehanna, 1874.	Sc. 1891			
29	ex Potomac, 1874.	Sc. 1892			
29	4-4-0 Baldwin 1890	11,010.	Acquired about 1894 from Mont Alto RR.	Gone 1897-1911	
30	ex Mountaineer, 1874.	Ren. 11, 1882			
31	ex Bridgport, 1874.	Ren. 12, 1891			
					Pa.#. 1919
30	4-4-0 Altoona 1891	1662.	Cl. D7a		Pa. RR 3781
31	" " "	R663	" "		" 3782
32	"Geo. Stewart" 4-4-0	Rogers 1881	2721	Ren. 22, 1891	
32	" "	Altoona 1898	2035	Cl. D13c	3783
33	"Thom. A. Scott" "	Rogers 1881	2721	Ren. 23, 1891	
33	" "	Altoona 1898	2036	Cl. D13c	3784
34	"Ed. M. Biddle" "	Rogers 1881	2826	Ren. 24, 1891	
34	" "	Altoona 1900	2113	Cl. D13c	3785
35	" "	Rogers 1882	2977	Ren. 25, 1891	
35	" "	Altoona 1900	2115	Cl. D13c	3786
36	" "	Rogers 1884	3449	So. 1918	Emmitsburg RR 3
37	" "	" "	3479		3787
38	" "	" "	1887	3730	Sc. " 3788
39	" "	" "	3779	" "	3789
40	4-6-0 Altoona 1881	591	Cl. G2 (E)	Sc. 1897-1902	
40	4-4-0 Juniata 1905	1282	Cl. D16b		3790
41	4-6-0 Altoona 1881	592	Cl. G2 (E)	Sc. 1897-1902	
41	4-4-0 Juniata 1905	1283	Cl. D16b		3791
42	4-6-0 Renovo 1883		Cl. G2 (E)	Sc. 1897-1902	
42	4-4-0 Juniata 1907	1694	Cl. D16b		3792
43	4-6-0 Renovo 1883		Cl. G2 (E)	Sc. 1897-1902	
43	4-4-0 Juniata 1906	1486	Cl. D16b		3793
44	4-6-0 Altoona 1883	880	Cl. G2 (E)	Sc. 1897-1902	
44	4-4-0 Juniata 1906	1487	Cl. D16b		3794
45	4-6-0 Altoona 1883	881	Cl. G2 (E)	Sc. 1897-1902	
45	4-4-0 Juniata 1906	1579	Cl. D16b		3795
46	" "	1906	1582	" "	3796
47	" "	1907	1691	" "	3797
48	" "	1907	1692	" "	3798
50	2-8-0 Altoona 1882	669	Cl. H-1	ex Pa #783, acq. 1887	3799
51	" "	1879	435	" " 486 " "	3800
52	" "	1882	631	" " 50 " 1888	3801
53	" "	1880	481	" " 335 " "	3802
60	" Baldwin 1889	10422	" "		3803
61	" "	" "	10426	" "	3804
62	" "	1890	10907	" "	3805
63	" "	" "	11492	" "	3806
64	" "	" "	11493	" "	3807
70	2-6-0 Baldwin 1903	21634	Cl. F3c		3808
71	" "	" "	21750	" "	3809
72	" Juniata 1905	1284	" "		3810
73	" "	1906	1500	" "	3811
74	" "	1907	1501	" "	3812
80	2-8-0 Baldwin 1903	22274	Cl. H6a		3813
81	" "	" "	22839	" "	3814
82	" "	" "	22844	" "	3815
83	" "	" "	22923	" "	3816
84	" "	" "	22924	" "	3817
85	" "	" "	22929	" "	3818
86	" "	" "	22930	" "	3819
87	" "	" "	22963	" "	3820
88	" "	" "	23123	" "	3821
89	" "	" "	23124	" "	3822
90	" Juniata 1904	1198	" "		3823
91	" "	" "	1199	" "	3824
92	" "	" "	1200	" "	3825
93	" "	" "	1201	" "	3826
94	" "	" "	1202	" "	3827
95	" Baldwin 1905	25299	" "		3828
96	" "	" "	25300	" "	3829
97	" "	" "	25392	" "	3830
98	" "	" "	25398	" "	3831
101	" Juniata 1906	1592	" "		3832
102	" "	" "	1593	" "	3833
103	" "	" "	1594	" "	3834
104	" "	" "	1595	" "	3835
105	" "	" "	1596	" "	3836
106	" "	1907	1601	" "	3837

Cumberland Valley & Waynesboro RR

Reorg. 6-7-1901 of Mont Alto RR, Waynesboro Jct. to Waynesboro, 18 miles. Operated by Cumberland Valley RR.
Merged 7-1-1906 into Cumberland Valley RR.

Danville & Pottsville RR

Inc. 4-8-1826 from opposite Danville across the river, south side of Susquehanna to Schuylkill Canal at Pottsville. Intended to connect coal fields of Shamoken area and east to the Susquehanna River canal.
Suppl. 4-14-1828 branch RR to Sunbury and another to Catawissa authorized. Increased stock from \$300,000 to \$1,000,000.
Suppl. 2-29-1832 allows transportation of mail. Mount Carbon RR authorized to be merged or to turnover any of their route.
Suppl. 4-8-1833. to supply water to engine house, may condemn property one rod wide.
Suppl. 4-11-1835 may extend Mount Carbon to Port Clinton, Schuylkill County.
Built: Sunbury to Shamoken opened 1838; Girardville to Frackville to near Wadesville on Mount Carbon RR at Mt. Carbon Jct. opened 1834, 8 miles. Had locomotives for Sunbury line but Frackville may have been horses.
Abandoned by 1844 Girardville - Mt. Carbon line. (subsequently years later rebuilt by Mine Hill and Schuylkill Haven RR)
Act. 9-11-1851 reorg. as Phila. & Sunbury RR following foreclosure. Line from Shamoken to Girardville had only been partially graded.
Horn Connecting Track: In Sunbury, 1.3 miles, from East Sunbury curving north to the main line of Pa. RR north of pass. sta. Aband. prior 1970. Used by coal trains going between Northumberland yard and Mt. Carmel.
Aband. 4-26-1973 .3 mile Haas lead track in Sunbury.
Locomotives first used in 1838 but reverted to horses after track got bad:
"North Star" 4-2-0 Garrett & Eastwick 1838 Believe sold 1842 to Beaver Meadow RR
"Mountaineer" " " 1839 "
"Pioneer" " " 1839 "

Danville, Hazleton & Wilkes Barre RR

Inc. 4-10-1867 as reorg. of Wilkes Barre & Pittston RR.
Opened 1871 Sunbury to Danville to L.V. RR at Tomhickon, 47 miles.
Built Sunbury to Catawissa in 1867-69 and remainder in 1871.
Authorized to build a branch from Catawissa to Wilkes Barre. Suppl. 4-12-1871 allows extending to Hazleton (not done.)
Leased to Pa. RR 3-1-1872; foreclosed 3-20-1878; reorg. 5-1-1878 as Sunbury, Hazleton & Wilkes Barre RR.
Locomotives. Intended to connect coal fields to Sunbury
Main line from Sunbury to Catawissa sold to Delaware & Hudson RR 4-1-1976 when Conrail formed. Aband. 1-20-1940 Catawissa to 1 mile west of Scotch Valley, 11.2 mi.; 3-29-1956 2.3 miles Scotch Valley to Mountain Grove; 1956-1958 2 miles Mtn. Grove to Rock Glen Jct; 6 miles Rock Glen to Tomhickon aband. .6 mi at Catawissa aband. 2-11-1963.
Locomotives: Poors Manual 1874 says 4 and 1877 said only 2:
1 unknown
2 unknown
3 4-6-0 Baldwin 1870 229 54" drs 26 1/2 tons
4 " " " 229 5 " " "
5 ???
Whether any of these acquired by Phila & Erie is unknown or whatever dispositions were.

Delaware River RR & Bridge Co.

Inc. 2-15-1896 in Penna. as consolidation of Penna. & N. J. RR Co. (of N. J. and of Penna.). Opened 4-19-1896 from Frankford Jct. to Haddonsfield, N.J.
Intended to connect south Jersey rail lines of Penna. RR to the main line. No locos.
Merged into Pennel Co. 1-1-1954

Dillsburg & Mechanicsburg RR

Inc. 11-1-1871 and built 1873 Dillsburg Jct. to Dillsburg, 7.8 miles
Leased to Cumberland Valley RR 1-1-1873. No locomotives.
Intended: Aband. 1976 when Conrail formed.
Bought at foreclosure 2-3-1906 by Cumberland Valley RR.

Downington & Lancaster RR

Reorg. 6-7-1888 of East Brandywine & Waynesboro RR, Downington to New Holland, 27 miles.
Leased 1888 to Penna RR again. No locomotives.
Merged 4-1-1903 into Penna. RR
Built New Holland to Conestoga Jct. (Lancaster), 11 miles, 1890 to give connection from the west.

East Brandywine RR

Inc. 3-31-1854. Downington, Chester County to Chester Valley RR, then on Brandywine to near Springfield connecting with Lancaster, Lebanon & Pine Grove RR or Cornwall and Phoenixville RR.
Suppl. 3-2-1855 extend from Downington to Delaware State line near Brandywine Creek and extend northward from its end near Springfield to Birdsborough, Berks County.
Suppl. 3-3-1860 renamed East Brandywine and Waynesburg RR and may extend to Waynesburg.
No track laid.

East Brandywine & Waynesburg RR

Inc. 3-3-1860 as renaming of East Brandywine RR, and may extend to Waynesburg. Penna. RR may purchase stock in the new company.

Built Downingtown up Brandwine Creek to Waynesburg, 17 miles (now called Honeybrook), 1861-1863 No locomotives.

Leased to Penna. RR 11-1-1876.

Extended to New Holland, 10 miles 1876. Served agricultural area.

Suppl. 5-10-1871 may extend New Holland to Lititz or Manheim on Lebanon & Pine Grove RR (not built.)

Foreclosed 6-7-1888 and reorg. as Downingtown & Lancaster RR and again leased to Pa. RR

Aband: 12-23-1955 8.1 mi. Glen Moore to Honey Brook; 5-2-1963 1.9 mi Cornog to Glen Moore; 3-3-1970 6.7 mi Downingtown to Cornog; 4-26-1973 .8 mi in Downingtown 12-21-1981 2.6 mi Honey Brook to Beartown; 2-23-1982 4.8 mi Honey Brook to East End; 3-8-1982 .4 mi in Downingtown; 1979-1983 7.4 mi Beartown to New Holland.

Ebensburg & Black Lick RR

Inc. 1-18-1893, Ebensburg; Cambria Co. to Dilltown, Indiana Co., 18.9 miles. Built by Pa. RR and opened 10-22-1894.

Merged 6-25-1903 into Cambria and Clearfield Ry.

Cambria & Clearfield Ry built 1903-1904 Dilltown to Blairsville Jct.

Black Lick Br.: Ebensburg to Black Lick (includes Cambria & Clearfield Ry.)

Aband. Nantyglo to Dilltown, 12.5 miles 1-11-1982 and on to Dias on C&C Ry.

Rexis Br.: Vintondale to Cambria & Indiana RR, .3 mi. Ab. 1-11-1982.

Coal Pit Run Br: Twin Rocks to Cardiff, 2.4 miles, aband. 10-8-1970.

Shuman Run Br: from .8 miles east of Vintondale to mine., .8 mile. .4 mile aband. prior 1972 and remainder aband. 2-7-1972. Br. built after 1904.

Ebensburg & Cresson RR

Inc. 3-30-1859 Ebensburg to Cresson on Penna. RR.

Completed 1860 or 1861. Leased to Penna. RR 3-6-1862 No locomotives

Intended:

Reorg. 7-14-1891 as Cresson RR

Eddystone & Delaware River RR

Inc. 6-12-1899 and opened Dec. 1899 from PB&W main line to Eddystone Manufacturing Co., 1.5 miles, Chester County. Independent industrial line with 2 locomotives.

Sold 5-28-1918 to Phila., Balt. & Washington RR

1 0-4-0 Baldwin 1900 GN 17505

2 0-4-OT " 1909 33190 (built for Eddystone Mfg. Co. which owned the E&DR)

Elmira & Williamsport RR

Inc. 3-12-1860 as reorg. of Williamsport & Elmira RR which had been foreclosed, Williamsport to Elmira, 78 miles

Leased 5-1-1863 to Northern Central RR

Aband. June 1972 following loss of 2 or 3 bridges in flood. Track torn up about 1979.

Primary purpose was hauling coal from Clearfield County to Sodus Point

Leased to Penna. RR sometime between 1910 and 1920, merged into Penn'del 7-1-1969

Engleside RR

Inc. 9-22-1892 from Connecting RR near 32nd St. & Jefferson St. southward to almost Thompson St. in Phila., .17 mile.

Merged into Connecting RR 1-1-1902. No locos.

Intended:

Erie & Pittsburgh RR

Inc. 4-1-1858 to take over construction of Erie and North East RR from Junction with Cleveland, Painesville & Ashtabula RR to Jamestown, Mercer County and sell stock to Erie & North East RR.

Suppl. 4-28-1858 may use graded road bed of Pittsburgh & Erie RR south of Jamestown.

Suppl. 4-3-1867 may extend from present terminus near New Castle, Lawrence Co. to Pittsburgh.

In 1867 had built Girard Jct. to New Castle, 82 miles and Erie City to Erie docks, 2 miles Trackage rights on Cleveland, Painesville & Ashtabula RR from Girard Jct. to Erie city.

Connected at New Castle with New Castle & Beaver Valley RR.

Built New Castle to Girard Jct. 1864 and to Erie docks 1865.

Leased to Penna. RR 3-1-1870 and track to Conrail 4-12-1976. Corp. subsequently dissolved

Intended to connect Pittsburgh to the Great Lakes.

Entire line now abandoned except 5.6 miles Sharpsville to Wheatland: 4-6-1972 9.2

miles authorized but not aband. Jamestown south to Victory; 1-17-1973 38.7 miles

Girard Jct. to Jamestown; 1978-1981 6 miles Greenville to Transfer; 12-1-1981 8.4

miles Transfer to Sharpsville; 12-4-1981 5.6 miles Greenville to Jamestown; 12-4-

1981 14.7 miles Harbor Bridge to Wheatland; 2-25-1982 4.1 miles New Castle to

Harbor Bridge.

Erie & Pittsburgh RR cont.

Locomotives were renumbered into 400 series of Pa. RR in 1870 and later 7450-7499.

No.	Year	Builder	Year	Size	Notes	Pa. RR #	1870	1870	1870
1	4-4-0	Schen	1861	24 60"	Drs.	401			
2	"	"	1863	285 "	"	402			
3	0-4-0	PFTW&C		48"	Drs. 41900#	403			
4	4-4-0	Schen			probably ex U.S. Military RR	60"	Drs. 61,500#	16"x24"	404
5	"	"		"	"	"	"	"	405
6	"	"		"	"	"	"	"	406
7	"	Bell LocoW.		"	"	"	"	"	407
8	"	"		"	"	"	"	"	408
9	"	"		"	"	"	"	"	409
10	0-4-0	PFTW&C				48"	48170#		110
11	4-6-0	Baldwin	50" Drs	73350#	(not shown on BLW builders list)		Second hand?		111
12	4-6-0	Pittsburgh	48" "	65300#			"		112
13	0-4-0	PFTW&C				48"	41900#		113
14	4-4-0	Schen	1866	412	60" Drs.		414		
15	"	"	"	415	"		415		
16	"	"	1867	413	"		416		
17	"	"	"	414	"		417		
18	"	"	"	416	"		418		
19	"	"	"	417	"		419		
20	"	"	1869	556	"		420		
21	"	"	"	555	"		421		
22	"	"	"	578	"		422		
23	4-6-0	"	1870	621	"		423		
24	4-4-0	"	"	625	"		424		
25	"	PFTW&C	"	"	"		425		
26	"	"	"	"	"		426		
27	"	"	"	"	"		427		
28	"	"	"	"	"		428		
29	"	"	"	"	"		429		

Fairhill RR

Inc. 6-13-1892 from Connecting Ry. 2914 feet east of North Penn Jct. to terminus in Phila. .8 miles. (near Filmore St & Heits Lane south to Cambria St.)
 Merged 1-1-1902 into Connecting Ry. No locomotives. Aband 7-13-1944
 Intend: Delivery of local freight.

Farmers RR

Inc. 4-10-1862 mouth of Oil Creek, Venango Co. up the creek to Venango Co. line and from mouth Oil Creek to Franklin Boro. Use horses or locomotives if oil well owners within 200 feet give permission.
 Built: Oil City to Petroleum Centre, 7.8 miles. Both 4'8" and 6' gauge in 1863-65 for interchange with Erie RR at Corry and the Penna. RR at Corry. Locomotives 4-1867
 Aband. 6-14-1982 Rouseville north to Petroleum Centre but track not removed. Sold Oil City to Petroleum Centre (whole line) 1986 to Oil Creek & Titusville RR.
 Leased Kersey Oil & Mineral Co's RR 2-27-1866, Rouseville to Plummer, Venango Co.
 Merged into Warren & Franklin RR 2-27-1866. 2 4-4-0

Frankford & Holmesburg RR

Inc. 7-18-1863 in 23rd ward of Phila, Holmesburg to Frankford.
 Suppl. 4-10-1867 any build from Bustletown to Holmesburg to Phila. & Trenton RR near Holmesburg station and not to Frankford.
 Reorg. 12-27-1890 as Bustletown RR.
 Built Holmesburg Jct. to Bustletown, 4.2 miles, May 1870. Abandoned 1979-1982.
 Leased 1-1-1871 to Phila. & Trenton RR. No locomotives.
 Intended:

Franklin RR

Inc. 3-12-1832 Chambersburg to the Maryland state line at the Potomac River and to build branches to Greencastle and Waynesboro, all within Franklin County.
 Suppl. 4-1-1836 RR to run thru Greencastle.
 Suppl. 4-10-1850 RR ordered sold for recovery of debts.
 Suppl. 4-1-1852 New owners can issue 8000 shares \$50 stock so as to relay track.
 Suppl. 4-28-1852 name changed to Chambersburg & Hagerstown RR.
 Built 1841 22 miles Chambersburg to Hagerstown. Used steam locomotives 1841-1845 when strap iron rails got too bad. Then horses. In 1852 to rail replaced strap iron.

Intention: 1838-39
 "Enterprise" 4-2-0 Norris 1839
 "Franklin" " " 1841 probably to Cumberland Valley RR 1844
 "Washington" " " unknown
 "TIGER" 0-4-0 HINKLEY 1842 7 of Palmer & Machiasport RR acq.?
 It is possible the Enterprise and Franklin are the same engine with the name changed to Franklin after receipt from Norris. Norris records don't show a Franklin.

Franklin RR: Inc. 2-2-1859 as a name change of the Chambersburg, Greencastle and Hagerstown RR after receipt of RR. Heavy iron rail to be laid. Had locomotives.
 Merged 6-1-1865 into Cumberland Valley RR., Chambersburg to Hagerstown.
 "TIGER" 0-4-0 HINKLEY 8-1842 7 of Palmer & Machiasport RR.

French Creek & Mahoning RR

Inc. 1860-1864 but maybe not. Mahoning to an oil field area.

Not built.

Note: No record of RR of this name in the state laws. The Pennsylvania Centennial history mentions this railroad. They may be in error. RR

Hanover & York RR

Inc. 4-21-1873 Hanover to York, 18.6 miles.

Built in 1874 by Pennsylvania RR and leased to Penna. upon completion.

Connects Littleton RR to York Branch of Penna. RR.

Merged 3-1-1897 into York, Hanover & Frederick RR

Line transferred to Maryland and Pennsylvania RR 4-1-1976 when Conrail formed.

Harrisburg, Portsmouth, Mount Joy & Lancaster RR

Inc. 3-11-1835 as a renaming of Portsmouth & Lancaster RR and an extension of its route from Portsmouth (Middletown) to Harrisburg.

Built: Harrisburg to Lancaster and connected with Philadelphia and Columbia RR at Diller-ville. Completed Sept. 1835; 35 miles. Had locomotives, 8 of them by 1839.

Act. 1-26-1849 may purchase Columbia, Marietta and Portsmouth RR (actually the Marietta & Portsmouth RR)

Penna. RR took over train operation 4-21-1849

Act. 3-16-1848 may construct branch to Marietta from near Tunnel & Mount Joy.

Suppl. 4-2-1853 may lay second track.

Suppl. 4-4-1856 may extend from Harrisburg to Dauphin and connect with Northern Central RR and Dauphin and Susquehanna RR.

Leased 1-1-1861 to Penna. RR

Merged 4-25-1917 into Penna. RR.

Steelton Canal Br: 1.8 miles Harrisburg .1 mile east of Dock Street to Trewick St. in Steelton. This served steel mill and related industries and kept switching crews off the main line. Aband. 12-7-1971 .6 mile, mile post 1.2-1.8; aband.

2-9-1982 remainder, 1.2 miles, m.p. 0 to 1.2.

Middletown	4-2-0	Baldwin	1836	57	Disposed	1847-49
Mt. Joy	"	"	"	59	"	"
Flying Dutchman	"	"	1837	62	"	"
C. E. Penrose	"	"	"	64	54" Drs.	12 tons. To Pa. RR, 1849. Stationary boiler; 1854
Conewago	"	"	"	82	Disposed	1847-49
Harrisburg	"	"	"	84	54" dris.	12 ton. To Pa. RR, 1949. Sold to pitts. & Steubenville RR, 1853
Henry Clay	"	Norris	1838	48"	Drs.	12 tons. To Pa. RR, 1849. Later number #1. Disposition unknown
David R. Porter	"	"	"	48"	Drs.	12 tons. To Pa. RR, 1849. Later #2?
Franklin	4-4-0	Baldwin	1847	306	54"	Drs. 15 tons. Pa. Pa. RR, 1849. Later #3
Washington	0-6-0	"	"	293	42"	Drs. 17 tons. To Pa. RR, 1849. Later #4

Hollidaysburg, Bedford & Cumberland RR

Organized 4-30-1911 as merger of Bedford & Bridgeport RR and Bedford & Hollidaysburg RR.,

71.6 miles, Maryland state line to Brooks Mills, 62.2 miles, Cessna to Holderbaum, 2.6 miles, Dunnings Creek Jct. to Mt. Dallas, 6.8 miles.

Merged into Penna. RR 5-20-1914

Irwin-Herminie Ry. See Youghiogheny RRJohnsonburg RR

Inc. 3-14-1887 and opened 1889, Johnsonburg to Clermont, Elk County, 19.6 miles.

Operated by Penna. RR.

Sold 1.2 miles 7-2-1928 to Penna RR and remainder abandoned.

Intended to open area for lumbering, serving saw mills. Abandoned when area saw mills

Corporation never merged into Pa. RR. **DISSOLVED 8-24-1930** closed.

Branch from Straight up Straight Creek of 6 miles owned by the Johnsonburg RR but oper-

ated by the Quinn's lumber company. Not sure why the J. RR owned the line. Torn up

in 1920s. The lumber company owned the spurs running off the branch.

Junction RR

Inc. 5-3-1860 from Phila. & Reading RR at Bridge near Peter's Island in Schuylkill River to Hestonville, 1 mile east of George's Run, then by Penna. RR to Phila., Walm. & Balt. RR.

Formed by the Penna. RR, Phila & Rdg RR and PW&B RR to connect their lines together in Philadelphia.

Suppl. 3-23-1861. Connect with Penna RR at West Philad water works and use Penna. RR and West Chester & Penna. RR and construct a track to PW&B at Grays Ferry. Also go north to Phila. & Rdg. at Peters Island.

Built from Belmont (Fairmont Park) to Grays Ferry, Phila., 4.6 miles. Built Belmont to Pa RR at 35th St. in 1863 and remainder to Gray's Ferry 1866. Used Pa. RR tracks part of the way.

No locomotives. Eventually Reading RR sold their interest to the Penna. RR

Merged 3-31-1908 into Pa. RR

Kendall & Eldred RR: See independent railroads in McKean County for history.

Kensington and Tacony RR

Inc. 3-25-1884. Built from Phila. & Trenton RR at Tioga St, Kensington along Tioga St. down to near the river and then north to Phila. & Trenton RR east of Tacony, 5.1 miles. Opened up water front area to railroad. Formed by Pa. RR. Leased to Pa. RR 1-1-1887 and merged into Connecting RR 1-1-1902. Aband. 2-23-1982 south end of branch from Frankford Creek to Kensington. (At same time Conrail aband. another 1.8 mile from Frankford Creek to Delaware Expressway, but just what rail line this was is unknown.)

Kersey Oil & Mineral Co's RR (Kersey RR)

Inc. 5-1-1861, as an oil company. Leased 2-27-1866 to Farmer's RR, Venango County. Track not yet completed on Cherry Run. Suppl. 3-31-1864 may construct a RR from their works to a railroad not over 30 miles away. Built Houseville to Plummer 3 miles, Venango Co. No locomotives. Operated by Farmer's RR. Torn up circa 1878.

Kinzua Ry, RR

Inc. 1-18-1881
 Built 1881 Marshburg to Kinzua, McKean Co, 36" gauge, 12 miles. Connected to Bradford Ry at Marshburg. Opened May 1882.
 Intended to connect Bradford to Warren for oil field well business; later used primarily for saw mills on line.
 Converted to standard gauge about 1896.
 Leased to Western N.Y. & Pa. RR 12-8-1881.
 Merged 6-30-1911 with Kinzua Valley RR to form Kinzua RR with all stock of new company owned by W.N.Y.&Pa. Merged into WNY&P 11-2-1911.
 Aband. 1 mile in 1906 Gates Siding to Marshburg.
 Sold 1928 to New York and Penna. Co. from Morrison to Gates Siding.
 Aband 1934-35 Morrison to Gates Siding. Had been used by chemical company, Kinzua Valley Chemical Co. for their wood train who leased it from NY&Pa. Co. (a paper company)
 Aband. 3-26-1927 Morrison to Gates, 8.1 miles. Pa. RR had disc. op. in 1916 but line used by chemical company which then bought it in 1928
 Kinzua to Morrison, 5 mi, leased to Valley RR 1929 and op. until 8-13-53 when Valley RR shut down and line then abandoned.

Locomotives numbered with Bradford RR.

16 4-4-0 Brooks 1881 629 Sold to BB&K #12, 1897, Sept.
 17 " " 1882 666 " " " 7 Oct. 1896

1884	1887
BNY&P #	WNY&P #
116	206
117	207

Kinzua Valley RR

Inc. 3-20-1889 Morrison (on Kinzua Ry.) to Riderville and Mount Alton, McKean Co., 14 mile
 Built 1889 or bought from H. P. Weaver Riderville to Weavers Mill, 2 miles.
 Built Morrison to West Line 1890, 10 miles.
 Did not complete West Line to Riderville.
 Leased 4-15-1892 to Western N.Y. & Pa. RR; Acquired by Penna. RR 11-2-1911 after previously merging with Kinzua Ry. to form Kinzua RR 6-30-1911
 Leased by Pa. RR to Valley RR in 1929. Aband. 1953, Aug. 13
 Intended to reach forests for saw mill industry. Had locomotive until 1892.
 Opened 1890 and leased to W.N.Y.&Pa. in 1892. Std. G. Had a 4-4-0, origin unknown.

Lancaster & Reading Narrow Gauge RR

Inc. 5-10-1871 as narrow gauge, not exceeding 48", Lancaster to Reading, 34 miles and to Susquehanna River.
 Built Lancaster to Quarryville, 15.3 miles as standard gauge, finished 1875.
 Track built intended as an extension of the Lancaster, Oxford & Southern RR to Lancaster (built 1873 as a narrow gauge.)
 Leased 3-11-1874 to Reading and Columbia RR after completed to Quarryville.
 Phila. & Reading RR completed the L&RNG after it had been graded, rest of it never built.
 Operated by Reading until foreclosed 6-5-1894 and reorg. 9-25-1894 with no name change.
 Independently operated 1894 until 1-1-1900 when Penn. RR contracted to operate it.
 Reorg. 5-3-1904 as Lancaster & Quarryville RR. Had locos 1894-1900.
 Abandoned: 1976 ? when Conrail took over (?) Levins Mill to New Providence, 11 miles.
 2-10-1982 rest of line, Quarryville to New Providence, 2.2 miles, and Lancaster to Levins Mill, 1.8 miles.

1	4-4-0	Altoona	1869	18	ex Pa.	#136, D-2	bought 12-1893.	Returned to Pa. RR	5-95
2	0-6-0	"	1872	149	"	784, B-2	"	"	12-93
2	4-6-0	"	"	145	"	638, O-2	"	3-1895	
3	"	"	1883	817	"	58, " "	"	1898.	Returned to Pa. RR
7	"	Baldwin	1880	530	"	20 of Cresson	2-1895	Sold McEachin-McNair	Lbr. 6
5	2-6-0	Baldwin	1892	12611	ex	Hunters Run & Slate Belt RR #5?	200, 1894.	To P. & R. RR	19

Lancaster & Quarryville RR

Inc. 5-3-1904 as name change of Lancaster & Reading Narrow Gauge RR. Owned by the Pa. RR and operated by them since 1900. Lancaster to Quarryville, 15 miles.
 Merged into Penna. RR 4-30-1915. Served: Farming area.

Lawrence RR & Transportation Co.

Inc. 4-23-1864 Mahoningtown. Lawrence Co. to Lowell, Ohio State line. Located on proposed routes of Cleveland & Mahoning RR - Ohio state line to Ohio & Penna. RR and branch to New Castle.

Opened 1867 Lawrence Jct., Pa. to Youngstown, Ohio, 18 miles and Canfield Jct. to coal fields, Ohio. Branch, Ceral to Walford, 6.0 mi. built 1896-1902. (Bessemer Br.)

Leased to Pitts., Ft. Wayne and Chicago RR 6-27-1869.
Merged 7-22-1887 into Pitts, Youngstown & Ashtabula RR

Lebanon Belt Ry

Inc. 3-28-1889 .7 miles at Lebanon. Built 1888-1890.
Merged into Cornwall & Lebanon RR 12-17-1890. No locomotives.

Intended: Cornwall & Lebanon terminus at 8th St. eastward around to a point on North Lebanon Br. of R.D.C. RR

Lewisburg & Tyrone RR

Inc. 12-13-1879 and took over Lewisburg, Centre & Spruce Creek RR, Montandon Jct. to Mifflinburg, 10.5 miles. Mifflinburg to Laurelton partially completed.

Built (completed) to Laurelton early 1880 and opened Mifflinburg to Spring Mills, 33 miles in 1881. Served an agricultural area, and potential lumber area.

Built 2 mile branch up Poe Creek to Poe Mills in 1880 to reach saw mill. Torn up about 1904. Built Spring Mills to Lemont, 14 miles, 1885 to connect with Nittany RR.

Built Fairbrook Branch 1881, Tyrone Jct. (Stover) to Fairbrook, 19.9 miles and Scotia Br. from Fairbrook to Scotia, 5.3 miles to reach iron mine; also Juniata Jct. to Juniata, 2.1 miles to iron mine (torn up prior 1920).

Connecting link between Tyrone line and Mifflinburg line never built.

Aband. 18.3 miles authorized Stover to Fair Brook 12-8-1927, but line sold to Bellefonte Central in 1928 for potato farming traffic.

Aband. Coburn to Lemont, 22 miles 1974. Aband. Mifflinburg to Coburn, 25 miles, 5-25-1970. Aband. Scotia Br/ 1927. Sold Montandon to Mifflinburg, 10.5 miles to Commonwealth of Penna. 1983 and then leased to West Shore RR.

The L&T was intended to run from Lemont to Scotia area and not to Bellefonte; therefore, Bellefonte, Nittany & Lemont RR organized by Pa. RR. L.&T. RR was backed by the Penna. RR. Leased to Pa. 1-1-1880 and merged 4-30-1915. No locomotives.

Lewisburg, Centre & Spruce Creek RR

Inc. 4-1-1853 Lewisburg, Union County, thru southern valleys of Centre Co. to Spruce Creek Huntingdon Co.

Suppl. 3-3-1854 may connect with Pa. RR at Tyrone instead of Spruce Creek, Blair Co.

" 3-31-1859 May extend to Bellefonte or Milesburg; 3-23-1865 may extend to Bald Eagle Cr.

" 2-9-1870 for Phila. & Erie RR says LC&SC completed Montandon to Lewisburg.

" 4-15-1871 May extend to Danville.

Opened Montandon to Mifflinburg, 10.5 miles 1871.

Leased to Pa. RR 7-23-1869; foreclosed 12-13-79 and reorg. as Lewisburg & Tyrone RR

Line from Montandon to Lewisburg to Mifflinburg, 11 miles sold in 1983 to West Shore RR.

Ligonier Valley RR

ICC auth. aband. of L.V. 5-28-1952. Penna. RR acquired 3 miles, Latrobe to Kingston. Aband. 5-14-1984 Kingston to Lawson Heights, 1.4 miles.

Littlestown RR

Inc. 2-17-1857 Hanover, York Co. to Littlestown, Adam Co.

Suppl. 4-11-1862 railroad may be sold at foreclosure

" 4-8-1864 may extend from Littlestown to state line, 5 miles and connect with W. Maryland RR
Built Hanover to Littlestown prior to 1862, 7.2 miles; Littlestown to state line built 1864-67, 2.3 miles.

Leased and operated by Hanover Branch RR. No locomotives.

In 1874 taken over by the Hanover & York RR (Penna. RR) and leased to Penna RR 5-1-1875
Merged 12-31-1892 into Hanover & York RR

Abandoned Littlestown to Frederick, Md. 1976 (?) when Conrail took over. Hanover to Littlestown, 6 miles, leased to Maryland and Pennsylvania RR at same time

Lykens Valley RR and Coal Co.

Inc. 4-7-1830 Millersburg, Dauphin Co. to Short Mountain.

Intended to serve coal mines at Lykens, 14 1/2 miles. Bring coal to river at Millersburg.

Built: finished in early 1834. Strap rail using horses until 1844. Then shut down until 1848 when rebuilt with T rail and steam locomotives.

Suppl. 4-9-1859 may relay RR with iron rails.

" 3-21-1861 may extend from Bear Gap, Williams Valley, up Williams Valley and also to Rousch Gap and Bear Gap along Short Mtn west and then Lykens Valley end to Rausch Gap. (probably Wiconisco to Williamstown extension.)

Connected at Millersburg with Wiconisco Canal which ran up from Clarks Ferry to Millersburg in 1844. prior to then coal was floated on rafts down in the spring.

Built prior 1866 Lykens to Williamstown, 6 miles, and in 1873 built 3/4 mile long tunnel north into Rausch Creek Valley and another mile to 1 1/2 miles to coal mine

Leased 4-13-1866 to Summit Branch RR. Leased defaulted 1-20-1896 and leased to Northern Central RR 4-20-1896. Merged into Pennel Corp. 8-1-1956.

OPENED 1859 and initially operated by Gettysburg RR.

Aband. 6-8-1982 ALL SUP TRACK NOT REMOVED

1859

in 1860s.

Lykens Valley RR & Coal Co. cont.

Aband. thru tunnel unknown date. 8-12-1944 aband. .9 mile near Williamstown. Ab. Lykens to Williamstown in 1960s. Ab. 10-7-1970 Lykens to Elizabethville when mines closed, 6 miles. Served feed mill at E. Ab. 4-1-1976 when Conrail took over Millersburg to Elizabethville. Subsequently sold to Lykens Valley RR and torn up ¹⁹⁷⁸. Locomotive first used in late 1847/early 1848. Only one engine known prior to lease in 1866 to Summit Branch RR, but they probably had more than one - possibly 3 as the first three numbers of Summit Branch are engines built about 1871. See their roster. "Wisconsin" 0-6-0 Baldwin 1847 CN 277 42" drs, 15 tons, probably flexible beam. *Sold to B+O # 50, Dec. 1847.*

LYKENS VALLEY COAL CO. Inc. 6-3-1836 From Lykens North To Mines Built 1.3 miles c. 1847-48. *Sold 1854 To Lykens Valley RR & Coal Co.*

Madera Coal & Improvement Co.

Inc. 3-23-1864 to hold 5000 acres and build any necessary railroad to connect with Tyrone and Clearfield RR. Supplementary 3-30-1869 said that they may sell their unfinished RR in Clearfield Co. (location unknown) *PROBABLY BETWEEN CLEARFIELD & PHILIPS & RG.*

Manns Choice & Hyndmann RR

Inc. 4-27-1894 Manns Choice to Hyndmann, 15 miles merged 6-1894 into Penna. Midland RR. No track laid.

Marginal RR

Not Inc. At Beaver Falls, 3.0 miles. Built 1897? Rochester, Beaver Falls & Western RR merged into Marginal RR in 1904. (Unknown how you can merge an inc. RR into an uninc. RR) Abandoned: See Ohio & Penna. RR. Merged early 1918 into Pittsburgh, Fort Wayne & Chicago RR. No locomotives

Martins Creek Ry. in Penna.

Inc. 4-14-1885 and opened Dec. 1885 from middle of Delaware River opposite Martins Creek, N.J. to Bangor & Portland RR at mouth of Martins Creek, .15 miles. Intended to connect Belvidere and Delaware RR to Bangor & Portland RR for slate shipments and later cement. Operated by Belvidere Delaware RR. Merged into B&D RR 4-16-1896. No locomotives.

McKean & Buffalo RR

Inc. 9-11-1874 from B., N.Y. & Pa. RR in Eldred Twp to Sargeant Twp at Bishop Summit, 25 miles. Built Larabee to Clermont, McKean Co., 22 miles, opened 1875. Leased to W.N.Y. & Pa. RR in 1880-81. Merged into WNY&P 6-30-1911. Aband: 5-1-1943 8.3 miles Clermont to Crosby; 1953 Crosby to East Smethport (Op. disc. 1950), 4.4 miles; 10-28-66 .3 mi end of branch at East Smethport (had served a saw mill; 5-24-1973 East Smethport to Coryville, 7.1 mile. *actually torn up only E.S. to Farmers Valley where refinery is, 4 miles. See Pitts, Sheward & Nov.*)
Locos: #1 4-4-0 Brooks 1874 cn 226. Sold to Fall Brook Coal Co.
2 0-4-2T " 1875 228 "W.H.Glenny". Sold to Erie RR in 1876, 2nd #214
3 2-6-0 " 1875 229 Became BNY&P #105(maybe), later WNY&P #67 (?)

McKeesport & Bessemer RR

Inc. 10-29-1888 Opened 7-20-1891 Cochran Station on Pitts, Va. & Charleston RR to western end of McKeesport, 1.5 miles. (bridge across the Monongahelia River. Merged 1894 into Pitts, Va. & Charleston RR. Built by Pa. RR. No locos.

Middle Creek RR

Inc. 3-23-1865 from Mifflin and Centre RR near Freedom Forge or Penna. RR Lewistown, Mifflin Co. eastward to Beaver Furnace, Selinsgrove to Port Treverton, Northumberland Co. Lewistown to Sunbury 43.5 miles. Renamed Sunbury & Lewistown RR 2-17-1870. Some roadbed constructed by Middle Creek RR.

Mifflin & Centre County RR

Inc. 4-2-1860 Lewistown, Mifflin Co. to Milesburg, Centre Co. Const. begun Feb. 1863 and built 12 miles Lewistown to Milroy in Jan. 1868. Leased to Penna. RR May 1865. Merged 10-1-1896 into Sunbury & Lewistown RR. No loco. Aband. Milroy to Reedsville, 5.6 miles, in 1976 (or earlier). Aband. Reedsville to Burnham 2 1/2 miles about 1980.

Millersburg RR

Inc. 9-13-1899 Built Anita, Jefferson Co. to Schaller coal mine, 1.4 miles in 1899/1900. Merged 6-25-1903 into Cambria and Clearfield RR. Ab. prior 1970 No locomotives

Millersburg & Rausch Gap RR

Inc. 5-4-1864 Millersburg, Dauphin Co. to Rausch Gap.
 Suppl. 3-1-1866 merged into Summit Branch RR. Not built.

Millville & North Mountain RR

Inc. 1-9-1886 Madison Twnp to Fishing Creek Twnp, Columbia Co., 15 miles
 Merged into Wilkes Barre and Western RR 12-25-1886. Not built.

Milton & North Mountain RR

Inc. 11-20-1885 Milton to Millville, 15 miles.
 Merged into Wilkes Barre & Western RR 12-25-1886. Not built.

Mineral RR & Mining Co.

Inc. 8-19-1864 to hold coal lands and construct railroads not exceeding 10 miles in
 anthracite coal fields. (Owned by Penna. RR and Northern Central RR in Shamoken area.
 Poors says Mineral RR became Sunbury, Hazleton and Wilkes Barre RR in 1870s in merged rail-
 road listing, but no mention by SH&WBRR of the merger. No track built.

Monongahela & Washington RR

Inc. 7-20-1899.
 Opened 6-21-1900 Monongahela to Ellsworth, 14.6 miles. Operated by Pa. RR.
 Merged 7-1-1904 into Pitts, Va. & Charleston RR. No locomotives

Elsworth Branch: Monongahela City to Marianna, 19.8 miles.
 Cokeburg Br.: from near Elsworth (Cokeburg Jct.) to Cokeburg, 2.4 miles. Aband.
 6-3-1971. Ontario Branch: running from Cokeburg Br. north about $\frac{1}{2}$ mile. Ab.

8-30-1971

Monongahela River & Streets Run RR

Inc. 1-2-1892 from Pitts., McKeesport & Youghiogheny RR west of Hays Station (just west
 of Homestead) to Hope Church, 1.1 miles. Built 2-3 miles up Streets Run. Ab. 8-26-1963 1 mile from
 Intent: coal line built by Pa. RR. Jct. to end. Earlier, the outer end aband.
 Merged 1894 into Pitts, Va. & Charleston RR.
 Nov. 1

Monongahela Valley RR

Inc. 4-8-1867 Pittsburgh to Rice's Landing on Monongahela RR, Greene Co. to Waynesburg.
 Suppl. 3-31-1868 may extend to W. Va.
 " 2-4-1870 renamed Pittsburgh, Virginia & Charleston Ry. No track laid. Independent
 company - not Pa. RR backed.

Mont Alto RR

(May be the same company as Scotland & Mont Alto RR)
 Inc. 5-4-1864 but inc. tax not paid until 1871, thereby organizing the company.
 Built: Waynesboro to Jct. Cumberland Valley RR, 18 miles, April 1879, Franklin Co.
 Leased to Cumberland Valley RR. In 1880 had one locomotive.
 Opened C.V. RR to Mont Alto, 10.5 miles Oct. 1872.
 Foreclosed and reorg. 6-7-1901 as Cumberland Valley & Waynesboro RR
 Intent: At Mont Alto was Mont Alto iron works.
 Built: Mont Alto to near Chambersburg, 1872; Mont Alto-Waynesboro April 1879.
 Aband. auth. 2-25-1972 Chambersburg to Waynesboro, 19.1 miles. Track left in and
 reinstated 6-19-1975. Aband. 1976 (?) when Conrail formed (?)
 Locos: Although leased to Cumberland Valley RR in 1879 it operated its own locos
 until about 1894:

#1 4-6-0 Baldwin 1872 2945 In service in 1890s
 2 Gazelle 4-4-0 2nd hand. In use in late 1880s
 2 " Baldwin 1890 11010 New. Sold to Cumberland Valley c. 1894.

Moshannon & Clearfield RR

Inc. 1880, June 8
 M.&C. Jct. to Whiteside's Summit, 4.2 miles, 1881, Center Co. and 1.3 mile branch.
 M.&C. Jct. probably Coal Run Jct. in 1903.
 This branch is on Whiteside Creek to its headwaters about 9 miles in 1903 (to Ginter).
 A separate charter from Tyrone & Clearfield RR because of going into Centre Co. from
 Clearfield Co. for 4 miles. (T.&CRR chartered for Clearfield Co. coal mine branches
 only.) no locomotives
 Operated 1881-84 by Tyrone & Clearfield RR. Merged 4-14-1884 into T. & C. RR
 Although M&C was only in Centre County, the Moshannon & Clearfield Branch was the
 entire branch from Coal Run Jct. to Ginter 8.8 miles. Aband. Ginter back to Morann
 5.3 miles unknown date; Morann to Coal Run Jct., 3.5 miles, ab. 2-25-1982.
 Branches and mile post distance from Coal Run Jct.:
 1.2 Beaver Br. .8 mile aband. after 1922. Ran west
 1.3 Leskie Br. 1.3 mi. Aband. 3-20-1939. Ran east
 2.7 Barnes Br. .7 mi. Aband. prior 1922. Ran west
 3.9 Ednie Br. 1.8 mi (in 1896 only .3 mile) Ab. after 1922. Ran up Moshannon Cr.
 5.4 Forsythe Br. .4 mi Aband prior 1922 Ran west.
 This branch also called Whiteside Br. because upper end on Whiteside Cr.

Nescopec RR

Inc. 6-3-1886 (by Penna RR interests), Nescopec to Rock Glen Jct., 12 miles.
 Opened 4-25-1887 and leased immediately to Pa. RR. No locomotives.
 Merged 6-1-1900 with 4 other railroad companies into Schuylkill & Juniata RR.
 Torn up about 1959.

New Brighton & New Castle RR

Inc. 3-24-1881 New Brighton to New Castle.
 Built 8-18-1884 New Brighton (Kenwood), Beaver Co. to Wampum Jct., 12.5 miles, Lawrence Co. Connected at Wampum with New Castle & Beaver Valley RR.
 Intent: not sure. Went up east side of river and connected with Pitts. & Western RR coming from Butler.
 Merged 7-22-1887 into Pitts., Youngstown & Ashtabula RR. No locomotives.

New Castle & Beaver Valley RR

Inc. 2-16-1862 New Castle, Lawrence Co. to Homewood, Beaver Co.
 Built 1863 New Castle to Homewood, 14.9 miles and leased to P.Ft.W.&C.RR.
 Coverdale Br.: Wampum west to Coverdale, 2 1/2 miles. Aband. prior 1925.
 Locomotives: Poors 1867 says 1 locomotive. intended to serve coal mines.
 Connected at New Castle with Erie & Pittsburgh RR.
 Suppl. 4-9-1869 may extend from New Castle to coal fields in Mercer and Butler Cos. not
 Merged 1-8-1906 with Pitts, Youngstown & Ashtabula RR to form PY&A Ry. over 35 miles

New Castle & Franklin RR

Inc. 3-25-1864 New Castle, Lawrence Co. to Franklin County, Venango Co.
 Opened Stoneboro to New Castle, 36 miles, in 1875. Also various coal mine branches built 1875 to 1882. (see Oil City & Chicago RR)
 Foreclosed 4-13-1881 and bought by Buffalo, Pittsburgh & Western RR who reorg. it as New Castle & Oil City RR.

Line ran from Mahoningtown to Stoneboro, 37.4 miles with the Wolf Creek Br. from Leesburg to Redmond, 14.1 miles. In 1901-02 2.5 mile built off Wolf Creek Br. from Brent to Mine #5.

Aband: from near Carmona (2 miles west of) to Redmond, 7.7 miles, ~~at~~ Jct. to Mine #5.
 6-16-1932 branch to mine #5 aband.

Aband. Houston Jct. to Stoneboro, 12.3 miles 12-2-1938. Had been operating one frt. per week carrying bridge traffic.

Aband. 5-8-1964 Leesburg to Brent, 6.4 miles; 7-13-1984 .6 mile Houston St. Br. in New Castle; 7-19-1984 1.0 mile Nutt St. branch in New Castle.

- 1 4-4-0 Pittsburgh 1873 278. To OC&C
- 2 0.6.0 " 1874 339 probably 2nd hand
- 3 4-4-0 Pittsburgh 1874 324. To OC&C
- 4 " " probably 2nd hand
- 5 " " " "
- 6 4-4-0 Pittsburgh 1882 554. To OC&C

New Castle & Oil City RR

Inc. 1881 by Buffalo, Pittsburgh & Western RR as reorg. of New Castle and Franklin RR, foreclosed 4-13-1881. Stoneboro to New Castle.
 Merged into Oil City and Chicago RR 4-20-1882.
 Locomotives: See New Castle & Franklin RR.

New Castle, Plain Grove & Butler RR

Inc. 9-9-1882 East Brook to Burnet on Shenango & Allegheny RR.
 Merged into Oil City & Chicago RR 10-20-1882. No track laid.

New Portage RR

Not inc. Built by Commonwealth of Penna. to replace the Allegheny & Portage RR.
 Built 1851-1855, opened 7-1-1855, Hollidaysburg to Cresson, tunnel at Galitzen and then down to the stone bridge. 41 miles long - 4 miles longer than the Portage RR was.
 Sold to Penna. RR 6-25-1857 and shut down Oct. 1857. Used former A.P. locomotives.
 Torn up Duncansville to Cresson in 1858 and maybe the rest, or else the remainder was incorporated into the Pa. RR.
 Track relayed 1901-1902 Duncansville to Cresson. Called the Mule-Shoe. Aband. 1981.
 When built in 1855 it ran Cresson to South Fork and one mile west. Used Allegheny Portage RR track from there into Johnstown.

Newry RR

Inc. 3-15-1859 Newry siding on Allegheny Portage RR to avoid incline planes to town of Newry, Blair Co., 1 mile.
 Built in 1859 1 mile, Newry Jct. to Newry to serve coal mines. Leased to Pa. RR 1859.
 No locomotives. Aband. 1889-1890.

North and West Branch RR

Inc. 5-13-1871 Wilkes Barre along south (east) side of Susquehanna River to opposite Bloomsburg, then up Fishing Creek to Williamsport RR. This was to be an independent railroad rather than Penna. RR financed.
 Reorg. 7-23-1881 as N. & W. B. Ry., financed by Penna. RR..
 Built Catawissa to Wilkes Barre 43 miles and Nanticoke to Glen Lyon, 5.7 miles (to serve coal mines on branch). Completed 1881 Operated by Pa. RR 11-23-1881.
 Merged into Schuylkill & Juniata RR 6-1-1900.
 Original intention: shorter route between Wilkes Barre and Williamsport.
 Glen Lyon Br., 5.1 miles, Nanticoke to Glen Lyon serving several breakers. Aband. after 1955. West Nanticoke Br. had two legs. One ran west across river to DL&W 1.1 miles and the other 1 mile from Nanticoke toward breaker #7. Aband. 8-14-1972
 line across river to DL&W and .3 mile stub of other line

Northern Central RR

Inc. 5-3-1854 as merger of York and Maryland Line RR; York & Cumberland RR; Susquehanna RR; and Baltimore and Susquehanna RR. Sunbury to Harrisburg to Maryland State Line. Built from across the river opposite Dauphin to Herndon 1857 and opened to Sunbury 6-28-1858. Remainder of line previously built. (Marysville opposite Dauphin) In 1924 railroad listed as Baltimore to Marysville, 88 miles and Dauphin to Sunbury, 45 miles

Abandoned bridge across river from Marysville to Dauphin 1902-03.

Leased the Shamoken Valley and Pottsville RR, Lykens Valley RR and Elmira & Williamsport RR

Leased to Penna. RR in 1875 and still leased in 1958. Pa RR bought 29% stock 1861. Until then was independent Had locomotives. After leasing to Penna. RR locomotives were still lettered Northern Central although locomotives acquired after 1863 were standard Pa. RR designs.

Track to Conrail 4-1-1976 and corporation subsequently dissolved.

Locomotives: Although leased to Penna. RR in 1875 locomotives retained their own numbers until 1897 at which time 3000 was added to each number. In 1904 they were renumbered into 4000 series. However, after 1875 new locomotives were built to basic Penna. RR design although lettered N.C.RR until 1897. They also followed standard Penna RR practice that when an engine was disposed, a new engine was soon after given the number, which helps indicate when the earlier engine went.

1	Herald	4-2-0	Stephenson	1834	7	ex Balt. & Susq. Orig. 0-4-0 rbt. by Ross Winans; B&S first engine. Sold by NC 1859 new. 48" Drs 30 tons. Disposed 1874?	#3001
1		4-6-0	Denmeade	1859			
1		2-8-0	Altoona	1875	309		
2	R. M. Magraw	0-8-0	Winans	1850		Baltimore & Susq.RR "Magraw"	
2		2-8-0	Altoona	1880	450	New. Sold to Summit Branch RR. 1897-8	
2		4-4-0	Renovo	1888		New	#3002
3	Dan Webster	0-8-0	Winans	1850		ex Balt. & Susq.RR "Dan Webster"	
3		2-8-0	Altoona	1878	389	New.	
4	John Gittings	0-8-0	Winans	1850		ex Balt. & Susq.RR "John S. Gittings"	
4		2-8-0	Altoona	1880	463	New	
5		0-8-0	Winans	1852		ex Balt. & Susq.RR #5	
5		2-8-0	Altoona	1875	310	New	
6		0-8-0	Winans	1852		ex B.&S.RR #6	
6		2-8-0	Altoona	1878	384	New	
7	Union					ex B.&S.RR #7. 6 Drs 36" dia., 70,000#, sold 1857	
7	Niagara	4-4-0	Norris	1858		New. blew up 1860-61	
7		0-6-0	Baldwin	1862	1038	New	
7		2-8-0	Altoona	1880	472	New	
8		0-8-0	Winans	1852		ex B.&S. #8	
8		2-8-0	Altoona	1880	480	New	#3008
9	Wrightsville	4-4-0	Stephenson	1836	147	ex Wrightsville, York & Gettysburg RR orig. 2-2-2, rbt to 4-4-0. 60" Drs.	
9	"		Lancaster	1861		New	
9		2-8-0	Altoona	1890	453	New	#3009
10		0-8-0	Winans	1852/3		ex Baltimore & Susquehanna RR #10	
10		2-8-0	Altoona	1875	311	New	#3010
11		0-8-0	Winans	1852/3		ex B. & S. RR #11	
11		2-8-0	Altoona	1875	312	New	#3011
12	Maj. Whistler	4-4-0	Winans	1849		ex B. & S. RR "Major Whistler"	
12		2-8-0	Altoona	1875	313	New	#3012
13	Gen. Taylor	0-4-0	B.&S.RR	1846		ex B. & S. RR "General Taylor" 48" Drs.	
13		4-4-0	Baldwin	1863	1192	New	
13		2-8-0	"	1876	3852	ex Pa. #254, acq. ?	#3013
14	J.E. Thompson	0-8-0	Winans	1851		ex B. & S. RR "J. Edgar Thompson"	
14		2-8-0	Baldwin	1876	3851	ex Pa. #253, acq. ?	#3014
15	Samson	4-4-0	Stephenson	36	152	ex B. & S. "Samson". Orig. a 2-4-0 named "Susquehanna"	
15		4-4-0	Mason	1859	88	New	
15		4-4-0	Renovo	1887		" cl. D-8	#3015 to
16	Pennsylvania	2-2-0	Lock&C.	1838		ex B. & S. "Pennsylvania". Prob. rbt/4-2-0	
16		4-4-0	Mason	1859	89	New	
16		"	Altoona	1884		" cl. D-8	#3016
17	York	4-4-0	Locks&C.	1839		ex B. & S. "York". Built as 0-4-0 with 60" Drs. Rbt. to 4-4-0. Ren. 17, 1966	
17		4-4-0	N.C.Ry	1863		New	
17		"	Renovo	1888		New cl. D-8a	#3017
18	Wm.H. Watson	0-4-0	B&S RR	1847		ex B.&S. "Wm. H. Watson", 48" Drs.	
18		0-6-0	N.C.Ry	1863		New	
18		2-8-0	Juniata	1893	273	"	#3018
19	Howard	0-4-0	Locks&C.	1837		ex B.&S. "Howard", 48" Drs.	
19		0-6-0	Baldwin	1862	1033	New	
19		2-8-0	P.&E.RR	1875		New	
19		0-6-0	Juniata	1892	139	" Cl. B-4	#3019
20	Geo. Winchester	4-4-0	Newcastle	1946		ex B.&S. "Geo. Winchester". 54" Drs.	
20		0-6-0	N.C.Ry	1872		New	#3020
21	Robt.S. Hollins	4-4-0	B&S RR	1851		ex B.&S. "Robert S. Hollins"	
21		4-6-0	N.C.Ry	1867		New	
21		0-6-0	Altoona	1882	718	New Cl. B3	#3021
22	Baltimore	4-4-0	Lock&C.	1837		ex B.&S. "Baltimore" 54" Drs. Originally 0-4-0 and probably rbt. to 4-4-0	
22		4-6-0	N.C.Ry	1867		New	
22		4-4-0	Altoona	1886	1052	New. Cl. D8a	#3022

Northern Central RR cont.

23	Chiefton	4-4-0	Stephenson	36	151	ex. B.&S. "Chiefton". Orig. a 2-4-0 and named "Baltimore"	
23		4-6-0	N.C.Ry	1866		New	
23		0-6-0	Altoona	1882	736	New Cl. B-3	#3023
24	Susquehanna	0-4-0?	Locks&C.	1837		ex B.&S. "Susquehanna" 48" Drs. Orig. an 0-4-0. Possibly rbt. to 4-4-0	
24		4-6-0	N.C.Ry	1872		New	
24		0-6-0	Altoona	1893	1887	New Cl. B1a	#3024
25	R.Cl.Wright	4-4-0	B.&S.RR	1852		ex B.&S. "R. Clinton Wright"	
25		0-6-0	N.C.Ry	1870		New	
25		2-8-0	Juniata	1892	73	New Cl. H3a	#3025
26	J.P.Kennedy	4-4-0	B.&S.R.R.	1855		New	
26		4-6-0	N.C.Ry	1865		New	
26		0-6-0	Altoona	1882	734	New Cl. B3	#3026
27		0-8-0	Winans	1856		New	
27		0-6-0	N.C.Ry	1876		New	
27		"	Altoona	1893	1888	New Cl. B4a	#3027
28		0-8-0	Winans	1856		New	
28		0-6-0	Altoona	1876	353	New Cl. B2	#3028
29		0-8-0	Winans	1856		New	
29		0-6-0	Altoona	1876	354	New Cl. B2	#3029
30		0-8-0	Winans	1856		New	
30		0-6-0	Altoona	1876	355	New Cl. B2	#3030
31		0-8-0	Winans	1856		New Blew up. Auh. 1863 ..	
31		4-4-0	Baldwin	1864	1218	New	
31		0-6-0	Altoona	1876	356	New Cl. B2	
31		4-4-0	ex N.C.	#92		returned from Summit Branch RR	
32		0-8-0	Winans	1856		New	
32		2-8-0	Altoona	1877	365	Ex. Pa. #38	#3032
33	John H. Done	4-4-0	Lancaster	1856		New	
33		4-6-0	Altoona	1874	252	Ex. Pa. #41	#3033
33		"	Baldwin	1873	3128	New Ren. #53	
34	Zenus Barnum	4-4-0	Lanc.	1857		New	
34		4-6-0	Baldwin	1873	3129	New Ren. #66	
34		"	Altoona	1873	172	Ex Pa. #639	#3034
35		4-4-0	Lanc.	1858		ex Sunbury & Erie	
35		"	Baldwin	1870	2264	Ex Pa. #462	
35		0-6-0	Altoona	1893	1889	New Cl. B4a	#3035
36	Gov. Pollock	4-4-0	Lanc.	1858		ex Sunbury & Erie "Gov. Pollock"	
36		4-6-0	Altoona	1872	130	Ex. Pa. #25	
36		2-8-0	Altoona	1895	1937	New Cl. H3b	#3036
37	Green Ridge	4-4-0	Swinburne	1858		ex Sunbury & Erie "Green Ridge"	
37		0-6-0	Altoona	1882	735	New Cl. B3	#3037
38	Carbon Run	4-4-0	Swinburne	1858		ex Sunbury & Erie "Carbon Run"	
38		0-6-0	Altoona	1883	877	New Cl. B3	#3038
39		0-8-0	Winans	1858		New	
39		2-8-0	Renovo	1874		New	
39		0-6-0	Juniata	1892	140	New Cl. B-4	#3039
40		0-8-0	Winans	1858		New	
40		2-8-0	Baldwin	1877	4060	New	#3040
41		0-8-0	Winans	1858		New	
41		2-8-0	Baldwin	1877	4070	New	#3041
42		0-8-0	Winans	1858		New	
42		4-4-0	Baldwin	1872	3028	Ex Pa. #751	
42		2-8-0	Juniata	1892	101	New Cl. h3a	#3042
43		4-4-0	Lancaster	1859		New	
43		4-6-0	N.C.Ry	1872		New	
43		2-8-0	Altoona	1887	1105	New Cl. H3	#3043
44		4-6-0	Baldwin	1862	1035	New	
44		2-8-0	Altoona	1880	507	New	#3044
45		4-6-0	Baldwin	1862	1037	New	
45		4-6-0	Altoona	1872	116	New	
45		2-8-0	"	1895	1938	New Cl. H3b	#3045
46		4-6-0	Baldwin	1862	1040	New	#3046
47		"	"	"	1042	"	
47		4-4-0	"	1873	3188	Ex Pa. 812	
47		2-8-0	Juniata	1893	274	New Cl. H3b	#3047
48		4-6-0	Baldwin	1862	1043	New	#3048
49		"	"	"	1057	New	
49		4-6-0	Renovo	1875		New	
49		4-4-0	Altoona	1894	1923	New Cl. D13c	#3049
50		4-6-0	Baldwin	1862	1059	New	
50		2-8-0	Altoona	1895	1939	New Cl H3b	#3050
51		4-6-0	Baldwin	1863	1116	New	
51		4-4-0	"	1873	3311	Ex. Pa. #846	
51		2-8-0	Juniata	1893	375	New Cl H3b	#3051
52		4-6-0	Baldwin	1863	1117	New	
52		4-6-0	Altoona	1881	587	New	#3052
53		"	Baldwin	1862	1075	Ex Pa. #251 Converted to tank eng.?	
53		"	Altoona	1873	176	Ex. Pa. #794, 1879	
53		4-4-0	Altoona	1892	1770	New Cl D13c	#3053
54		4-6-0	N.J.Loco	1866		Ex. Shamoken Valley & Pottsville #1, acq. 1863 (prev. Phila. & Sunbury RR)	
54		4-6-0	Altoona	1872	139	Ex. Pa. #776	
54		2-8-0	Altoona	1895	1940	New Cl. H3b	#3054
55		4-6-0	N.J.Loco	1857		Ex. Shamoken Valley & Pottsville #2 acq. 1863 (prev. Phila. & Sunbury RR)	
55		2-8-0	Altoona	1881	531	Ex Pa. #124, 1891	#3055
56		4-6-0	N.J.Loco	1857		Ex. S.V.&P. RR #3, acq. 1863 (Prev. P&S RR)	
56		2-8-0	Altoona	1880	508	New	#3056
57		0-8-0	Winans	1858		Ex S.V.&P. RR #4, acq. 1863 (
57		2-8-0	Altoona	1881	537	New	#3057

Northern Central RR cont.

58	4-6-0 Baldwin	1862	1067	ex S.V.&P. RR #5, acq. 1863	
58	2-8-0 Altoona	1881	538	New	#3058
59	4-4-0 Rogers	1854	499	ex Elmira & Williamsport RR #1, acq. 1863 Sold to Baltimore & Potomac RR, 1872	
59	ren. from #33,	187			
59	2-8-0 Altoona	1890	1475	New Cl. H3	#3059
60	4-4-0 Rogers	1854	500	ex E. & W. RR #2, acq. 1863. Sold to Balt. & Potomac RR. 1872	
60	2-8-0 Altoona	1881	571	New	#3060
61	4-4-0 Rogers	1854	511	ex E. & W. RR #3, acq. 1863	
61	2-8-0 Altoona	1882	750	New	#3061
62	4-4-0 Rogers	1854	514	ex E. & W. RR #4, acq. 1863	
62	2-8-0 Altoona	1882	751	New	#3062
63	4-4-0 Rogers	1854	521	ex E. & W. RR #5, acq. 1863	
63	2-8-0 Altoona	1881	580	New	#3063
64	4-4-0 Rogers	1854	531	ex E. & W. RR #6, acq. 1863	
64	2-8-0 Altoona	1882	752	New	#3064
65	4-4-0 Norris	1856		ex E. & W. RR #7, acq. 1863	
65	2-8-0 Altoona	1881	569	New	#3065
66	4-4-0 Norris	1856		ex E. & W. RR #8, acq. 1863	
66	ren. from #34,	187			
66	2-8-0 Altoona	1891	1591	New Cl. H3	#3066
67	4-4-0 Lancaster	1856		ex E. & W. #9, acq. 1863	
67	2-8-0 Altoona	1882	753	New	
67	4-4-0 Renovo	1888		New	
68	0-6-0 Rogers	1856	672	ex E. & W. #10, acq. 1863. Rbt maybe to 4-6-0	#3067
68	2-8-0 Altoona	1881	570	New	#3068
69	0-6-0 Rogers	1856	680	ex E. & W. #11, acq. 1863. May have been rebuilt to a 4-6-0	
69	2-8-0 Juniata	1891	2	New, Cl. H3a	#3069
70	0-6-0 Rogers	1856	686	ex E. & W. #12, acq. 1863. Rbt. maybe to 4-6-0	
70	2-8-0 Juniata	1891	3	New Cl. H3a	#3070
71	4-4-0 Lancaster	1856		ex E. & W. #13, acq. 1863	
71	4-6-0 Altoona	1881	588	New	#3071
72	4-4-0 Lancaster	1856		ex E. & W. #14, acq. 1863	
72	4-6-0 Altoona	1881	589	New	#3072
73	4-4-0 P&Rdg	1848	12	ex E. & W. #15, acq. 1863. Sc. 1865-66	
73	ex #17, ren.	1866		Sc. about 1873	
74	4-2-0 Norris	1837		ex E. & W. "Lady Baltimore", acq. 1863. Sc. 1864-5.	
74	0-4-0 N.C.Ry	1865		New?	
74	4-6-0 Renovo	1876		ex Pa. 1024, 2024, 18n. 18xx	#3074
73	4-4-0 Altoona	1884	914	New Cl. D8	#3073
75	4-4-0 Baldwin	1864		2nd hand? 60" Drs. total eng. wt. only 40,500# Baldwin has no record.	
75	4-6-0 Altoona	1872	127	Ex Pa. #19, 1065, 2065	*3075
76	4-6-0 N.J.Loco	1864	406	New	
76	Altoona	1873	177	Ex. Pa. #795	#3076
77	" N.J.Loco	1864	407	New	
77	4-4-0 Renovo	1874		Ex. Pa. 1020, 2020	#3077
78	4-6-0 N.J.Loco	1864	408	New	
78	" Altoona	1874	266	Ex. Pa. 295-1030-2030	#3078
79	" N.J.Loco	1864	409	New	
79	4-4-0 Lancaster	1861		unknown 60" Drs., 16x22, 41600/58000	
79	2-8-0 Baldwin	1883	9347	New	#3079
80	4-6-0 N.J.Loco	1864	410	New	
80	0-6-0 Altoona	1883	878	New B3	#3080
81	4-6-0 N.J.Loco	1864	411	New	
81	" Renovo	1876		Ex. Pa. 1059-2059	#3081
82	" N.J.Loco	1864	412	New	
82	" Altoona	1872	413	Ex. Pa. 780	#3082
83	" N.J.Loco	1864	413	New	
83	2-8-0 Altoona	1884	902	New Cl. H-1	#3083
84	4-6-0 N.J.Loco	1864	414	New	
84	2-8-0 Altoona	1884	903	New Cl. H1	#3084
85	4-6-0 N.J.Loco	1864	415	New	
85	4-4-0 "	1870		2nd hand? 60" Drs., 16x24, 44,000/68400#	
85	2-8-0 Altoona	1887	1206	New Cl. H1	#3085
86	4-4-0 Baldwin	1865	?	2nd hand? Not shown in BLW records. 16x24 60" 58,100	
86	" "	1870	2236	Ex. Pa. 1117-2117	
86	" Juniata	1893	240	New Cl. D13c	#3086
87	" Taunton	1865	361	New	
87	2-8-0 Altoona	1884	904	New	#3087
88	4-4-0 N.J.Loco	1866	503	New	
88	2-8-0 Altoona	1884	879	New	#3088
89	4-4-0 N.J.Loco	1866	504	New	
89	" Renovo	1887		New Cl. D8a	#3089
90	" N.J.Loco	1866	505	New	
90	" Altoona	1880	443	New Cl. D3	#3090
91	" N.J.Loco	1866	506	New	
91	0-6-0 Altoona	1885	959	New Cl. B3	#3091
92	4-4-0 N.J.Loco	1866	507	New	
92	" Altoona	1876	319	Ex. Pa. 69, 1976	#3092
93	" N.C.Ry	1867		New	
94	" Altoona	1876	343	Ex 2nd #126, Pa. RR.	#3093
94	" Baldwin	1867	1569	New	
94	2-8-0 Altoona	1890	1476	New Cl. H3	#3094
95	4-4-0 Baldwin	1867	1571	New	
95	" Renovo	1889		New	#3095
96	" Baldwin	1867	1572	New	
96	" Altoona	1890	1542	New Cl. D12a	#3096
97	0-8-0 Winans	1867		ex Elmira & Canandaigua RR #1, acq. 1867 Sold to Cumberland & Penna RR #22	

Northern Central RR cont.

97	4-4-0	Altoona	1876	320	ex Pa. #177, acq. 1876	#3097
97	4-4-0	N.J.Loco	1870		New	
98	0-8-0	Winans	1867		ex Elmira & Canandaigua RR #2, acq. 1867	
98					Sold to Cumberland & Penna RR #23	
98	4-4-0	Altoona	1876	321	in use in 1873. <i>5-10 Summit Damrell</i>	
98	"	"	1894	1922	ex Pa. #192	
99	0-8-0	Winans	1867		ex Pa. #16, acq. by NC by 1896	#3098
					ex Elmira & Canandaigua RR #3. Sent to	
					Baltimore & Potomac RR	
99	4-4-0	Altoona	1876	322	ex Pa. 126, acq. 1876	#3099
100	"	N.C.Ry	1868		New	
100	"	Altoona	1873	206	ex Pa. #577, acq. 1881	#3100
101	"	N.C.Ry.	1868		New	
101	"	Renovo	1883		New	#3101
102	4-4-0	Pittsburg	1868	18	New	
102	2-8-0	Baldwin	1888	9348	New	#3102
103	4-4-0	Pittsburg	1868	19	New	
103	2-8-0	Baldwin	1888	9355	New	#3103
104	4-4-0	Pittsburg	1868	20	New	
104	"	Altoona	1872	157	ex Pa. #651, acq. 1881	
104	2-8-0	Juniata	1893	276	New H3b	#3104
105	4-4-0	Pittsburg	1868	21	New	
105	"	Altoona	1876	345	ex Pa. 2nd #192	#3105
106	4-4-0	Pittsburg	1868	22	New	
106	"	Altoona	1872	155	ex Pa. #626, acq. 1881	
106	"	Altoona	1891	1675	New Cl. D10a	#3106
107	"	Pittsburg	1868	23	New	
107	"	Altoona	1875	288	ex Pa. #275, acq. 1881	#3107
108	"	Pittsburg	1868	24	New	
108	2-8-0	Altoona	1890	1477	New Cl. H3	#3108
109	4-4-0	Pittsburg	1868	25	New	
109	2-8-0	Altoona	1891	1592	New Cl H3	#3109
110	4-4-0	Pittsburg	1868	26	New	
110	"	Altoona	1875	289	ex Pa. #276, acq. 1881	#3110
111	"	Pittsburg	1868	27	New	
111	"	Altoona	1869	16	ex Pa. #13, acq. 1882	
111	2-8-0	Juniata	1891	6	New Cl H3a	#3111
112	4-4-0	Pittsburg	1869	35	New	
112	2-8-0	Juniata	1891	9	New Cl. H3a	#3112
113	4-4-0	Pittsburg	1869	36	New	
113	2-8-0	Baldwin	1888	9362	New Cl H3a	#3113
114	4-4-0	Pittsburg	1869	37	New	
114	2-8-0	Altoona	1891	1590	ex Pa. 1114, acq. prior 1896	#3114
115	4-4-0	Pittsburg	1869	38	New	
115	2-8-0	Altoona	1891	1593	New Cl. H3	#3115
116	4-4-0	Pittsburgh	1869	39	New	
116	2-8-0	Juniata	1892	40	New Cl. H3a	#3116
117	4-6-0	Pittsburg	1869	40	New	
117	2-8-0	Baldwin	1876		ex Pa. # , acq. after 1884, before 1896	#3117
118	4-6-0	Pittsburgh	1869	41	New	
118	2-8-0	Altoona	1891	1594	New Cl H3	#3118
119	4-6-0	Pittsburg	1869	42	New	
119	4-4-0	Altoona	1883	802	ex Pa. #997, acq. 1890	#3119
120	4-6-0	Pittsburg	1869	43	New	
120	4-4-0	Renovo	1889		New	#3120
121	4-6-0	Pittsburg	1869	44	New	
121	2-8-0	Altoona	1890	1478	New Cl H3	#3121
122	4-4-0	N.C.Ry	1869		New	
122	2-8-0	Baldwin	1888	9363	New Cl H3	#3122
123	4-4-0	N.C.Ry	1869		New	
123	2-8-0	Altoona	1890	1479	New Cl. H3	#3123
124	4-4-0	Baldwin	1869	1837	New	
124	"	"	1871	2657	ex Union RR #1, acq. ?	
124	2-8-0	Altoona	1891	1595	New Cl. H3	#3124
125	4-4-0	Baldwin	1869	1838	New	
125	2-8-0	Altoona	1887	1205	New Cl. H3	#3125
126	4-4-0	Baldwin	1869	1848	New	
126	2-8-0	Juniata	1892	41	New Cl. H3a	#3126
127	4-4-0	Baldwin	1869	1849	New	
127	2-8-0	Altoona	1882	749	New	#3127
128	4-4-0	Baldwin	1869	1856	New	
128	2-8-0	Altoona	1882	748	New	#3128
129	4-4-0	Baldwin	1869	1858	New	
129	2-8-0	Altoona	1887	1106	New Cl. H3	#3129
130	4-4-0	Baldwin	1869	1860	New	
130	4-4-0	Renovo	1874		New	
130	"	Altoona	1894	1925	ex Pa. #174, acq. prior 1896	#3130
131	"	Baldwin	1869	1862	New	
131	"	Altoona	1890	1496	New Cl. D10	#3131
132	"	Baldwin	1869	1871	New	
132	"	Altoona	1875	283	ex Pa. #33, acq. ?	#3132
133	"	Baldwin	1869	1872	New	
133	"	Altoona	1890	1497	New Cl. D10	#3133
134	4-6-0	Baldwin	1872	2979	New	
134	2-8-0	Altoona	1895	1942	New Cl. H3b	#3134
135	4-6-0	Baldwin	1872	2980	New	
135	2-8-0	Altoona	1890	1480	New Cl. H3	#3135
136	4-6-0	Baldwin	1872	2986	New	
136	2-8-0	Juniata	1892	102	New Cl. H3a	#3136
137	4-6-0	Baldwin	1872	2992	New	
137	2-8-0	Juniata	1892	103	New Cl. H3a ren. #143. 1893	
137	2-8-0	Juniata	1893	277	New Cl. H3b	#3137

Northern Central RR cont.

138	4-6-0	Baldwin	1872	2987	New	
138	4-4-0	Altoona	1891	1632	New	C1. d10
139	4-6-0	Baldwin	1872	3006	New	#3138
139	2-8-0	Juniata	1892	274	New	C1. H3b
140	4-6-0	Baldwin	1872	3008	New	#3139
140	2-8-0	Juniata	1893	278	New	C1. H3b
141	4-6-0	Baldwin	1872	3022	New	#3140
141	0-6-0	Altoona	1893	1890	New	C1. H4a
142	4-6-0	Baldwin	1872	3030	New	#3141
143	2-8-0	Juniata	1892	104	New	C1. H3a
143	4-6-0	Baldwin	1872	3032	New	#3142
143	Ren. from #143		1893			#3143
144	4-6-0	Baldwin	1873	3196	New	
144	2-8-0	Juniata	1892	105	New	C1. H3a
145	4-6-0	Baldwin	1873	3199	New	#3144
145	2-8-0	Altoona	1895	1943	New	C1. H3b
146	4-6-0	Baldwin	1873	3203	New	#3145
146	4-4-0	Altoona	1892	1771	New	C1. D13c
147	4-6-0	Baldwin	1873	3205	New	#3146
147	0-6-0	Altoona	1893	1891	New	C1. H4a
148	4-6-0	Baldwin	1873	3220	New	#3147
148	2-8-0	Altoona	1895	1944	New	C1. H3b
149	4-6-0	Baldwin	1873	3248	New	#3148
149	2-8-0	Baldwin	1888	9367	New	C1. H3
150	4-6-0	Baldwin	1873	3249	New	#3149
150	4-4-0	Altoona	1890	1498	New	C1. D10
151	4-6-0	Baldwin	1873	3256	New	#3150
151	4-4-0	Altoona	1890	1543	New	C1. D12a
152	4-6-0	Baldwin	1873	3259	New	#3151
152	2-8-0	Altoona	1890	1596	New	C1. H3

Note: From 1873 thru 1887 all new engines were given numbers below #152

153-157	2-8-0	Altoona	1887	1100-04	New	C1. H3	#3153-57
158-159	"	"	1888	1249-50	New	C1. H3	#3158-59
160	"	"	1880	Ren. from #2	after return from Summit Branch RR	So. 1876-77	
161	"	"	1882	"	"	"	"
162	unknown.	Gone by	1896				
163-166	2-8-0	Juniata	1892	42-45	New	C1. H3a	#3163-66

Note: Juniata record says 162, 164-166 and makes no mention 163.
An 1896 says 162 is vacant, 163 is Juniata 0-6-0, 164-6 2-8-0

167-173	4-4-0	Altoona	1891	1653, 1633-35, 1654-56	New	C1. D10, D10a	#3167-73
174-181	2-8-0	Juniata	1892	65-72	New	C1. H3a	#3174-81
182-183	0-6-0	Altoona	1893	1892-93	New	C1. H4a	#3182-83
184	4-4-0	Juniata	"	241	New	D13c	#3184
185-186	2-8-0	Juniata	1893	289-290	New	H3b	#3185-86
187-191	"	"	1894	291-293, 296-7			#3187-91

North Western RR **NORTH WESTERN RR**

Inc. 2-9-1853 Johnstown to Butler to Ohio state line in Lawrence Co. To connect with Cleveland and Mahoning RR as a route to Cleveland. *Intendel Blairsville on Penna to Freeport, Butler, NEVA SLT.*
 Suppl. 4-18-1853 may extend to any railroad in Cambria Co.
 Suppl. 3-22-1860 renamed Western Pennsylvania RR.
 Some grading between Blairsville and Allegheny River done prior to 1857 panic which shut it down and foreclosed in 1859.
 Intention: Connect coal fields around Johnstown to Great Lakes

Ohio and Pennsylvania RR

Inc. 4-11-1848 (inc. in Ohio 2-24-1848) Pittsburgh to Ohio state line, std. gauge.
 Suppl. 2-19-1849 gauge to be 4'10" (Ohio gauge)
 Built Pittsburgh to New Brighton by 1851, 28 miles; New Brighton to state line 1853, open 4-11.
 May connect with Cleveland and Pittsburg RR and use it Canton, Ohio to Mansfield, Oh.
 Merged 7-29-1856 with Ohio & Indiana RR and Fort Wayne and Chicago RR to form Pittsburgh, Fort Wayne and Chicago RR.

Duquesne Jay Elevated Br: just west of station down Liberty Ave. to the point at Fancourt St to serve frt. yard, .7 mile. Original in street; later elevated. Ab. 197.
 Aband: At New Brighton - 9-5-1984 1.7 mile Blockhouse Run track. 1.0 mile left in;
 6-1-1984 1 1/2 mile branch from New Brighton yard to McKinley St.
 At Beaver Falls 5-15-1984 .4 mile Oil Street track
 At Ambridge 6-8-1984 1.8 mile branch from m.p. .5 near 21st St at jct. of Economy track and along it to the end.

Tracks in Pittsburg triangle just west of sta down to point aband 1980s. Includes lower level of Allegheny River bridge. ICC auth ab. 7-26-84 .6 mi Preble Ave. and 1.4 mi Big O track, Pitts. Jct. RR, Preble Ave. to North St. 5-14-1984 Ft. Wayne conn. and Valley Br. including lower level to east side Sandusky St. at Connemaugh Main Line. 8-28-1984 .6 mi Smallman St. (ex Fike St.) serving produce yard near 16th St. 1984 final track removal

Locomotives became part of P tts., Ft. Wayne & Chicago in 1856

Pittsburgh	4-4-0	Baldwin	1851	432	60"	Drs. Crawford	4-6-0	Niles	Prior	1850	16"x22"	48"	drs.
Allegheny	"	"	"	433	"	Sewickley	"	"	"	"	"	"	"
Economy	0-6-0	"	1852	466	42	Holmes	"	"	"	"	"	"	"
Enon	4-4-0	"	"	467	60	Mohican	"	"	"	"	"	"	"
Loudonville	"	"	"	472	54	Delaware	"	"	"	"	"	"	"
						Wyandot	"	"	"	"	"	"	"

FREDERICK LORENZ 4-4-0 M. ind. 1855 22
LOUISVILLE

Ohio Connecting Ry

Inc. 11-20-1886 and opened 10-20-1890 with a bridge across Ohio River at Brunot Island. Immediately leased to PCC&StL. Intended as a connection between PFTW&C and PCC&StL. 2.8 miles as built from Woods Run Sta. on PFTW&C, S.E. 1/2 mile and then across river and then up the Ohio River to mouth Saw Mill Run. Later several additional adjacent lines built apparently using the O.C.Ry's charter - basically from the south end of the bridge to the PC&Y at Duff Jct. and then paralleling the PC&Y (thereby forming a double track RR) to Lewis Run (.6 miles south of Thornburg and about .9 mile north of Jct. with the passenger line of PCC&StL thru Corlis. Also 1/2 mile branch paralleling the Corlis line from the Ohio River. These carried following names:

Sheridan Branch - .6 miles east of Corliss sta. to the river. 1/2 mile
 Duff Branch - Duff Branch Jct. with PC&Y east 1.9 miles to the Sheridan Br. (part of this parallels O.C. main line toward Point Bridge Sta.)
 Duff Branch Extension - Duff Br. Jct to Lewis Run, 3.2 miles as a second track of PC&Y.
 Merged into Penn'del Co. 1-1-1954

Oil City & Chicago RR

Inc. 3-10-1882 Oil City to the New Castle & Oil City RR near Jackson Centre, about 40 miles. No track laid.
 Merged 4-20-1882 with New Castle & Oil City RR to form O.C. & C. RR (no name change) Had track New Castle to Stoneboro.
 New Castle, Plain Grove and Butler RR merged into OC&C RR 10-20-1882.
 OC&C laid no track.
 Merged into Buffalo, New York & Phila. 2-14-1883
 Mileages: New Castle to Stoneboro 36.2 miles; Jackson Jct. to Hickory Mine, 3.8 miles; Jackson Coal Br. to Griffith mine .8 miles; to Filease mine .7 miles, Ormeby mine .9 mile, Graham Sta. to Penn coal chute .4 miles. Served coal fields. From Lyon East 2 miles

Oil Creek RR

Inc. 4-2-1860 Garland Sta. on Sunbury & Erie RR to Titusville to mouth of Oil Creek and Franklin. Suppl. 1-29-1862 route change mouth Oil Creek by Cherry Run or Titusville to Garland, Pittsfield, or elsewhere on P.&E.RR.
 Built 6' gauge of Erie RR Corry to Titusville, 27 miles, 1862, and Titusville to Petroleum Centre, 11 miles, 1865-66. Intended to carry oil to Sunbury & Erie RR and Erie RR. Pa. RR OBTAINED STOCK CONTROL L*%
 Merged 3-1-1868 with Warren & Franklin RR and Farmers RR to form Oil Creek & Allegheny River RR
 Aband. 6-14-1982 15.8 miles from Titusville to Petroleum Centre to Rouseville. Track from Titusville south acquired 1986 by Oil Creek & Titusville RR, it not having been removed after 1982 abandonment.
 Aband. 1976 (?) when Conrail took over (?) Corry to Titusville.
 Track south of Titusville not taken up and became

Oil Creek RR: revise loco data to: Data from blder records and Paterson newspaper records in the Oil Creek.

- *? 4-4-0 Cooke 2-1864
- *? 0-4-0 Baldwin 1864 1320 36" Drs.
- *? 4-6-0 " 1322 54"
- 2 4-4-0 Cooke 1865 "John Dunn". *2 indicates this was replacement engine or else number is wrong.
- 11 4-4-0 Schen " 405
- 12 " " 406
- 13 " " "A.H.Burney"

HAD 15 Loco's. 11-1-67

Oil Creek & Allegheny River RR

Inc. 3-1-1868 or 4-3-1868 as a merger of Warren & Franklin RR, Oil Creek RR, Farmers RR. & Franklin (listed with *5-8 and not known if it had 1-4), and Oil Creek RR (6 listed above but may have had others).
 Opened 1866. 6' and 4'8 1/2" gauge. Corry to Irvinston, 95 miles; Union to Tryonville, 16 miles, Cherry Run Br. (Kersey) 3 miles. Had locomotives.
 Bought Reno, Oil City & Pithole RR in 1868, 15 miles and abandoned immediately, using the rails for laying a 3rd rail line.
 Titusville & Union RR (Titusville to Union City) merged into OC&AR Dec. 1871.
 Foreclosed 12-29-1875 and reorg. as Pittsburgh, Titusville & Buffalo Ry. Feb. 1876

Organized 1868 and Poors said it had 15 engines which would have come from Farmers RR (1 or 2 if it had any), Warren & Franklin (listed with *5-8 and not known if it had 1-4), and Oil Creek RR (6 listed above but may have had others).
 Poors 1876 said 32 engines. 15 were bought in 1870. Engine numbers listed in Paterson newspaper for Cooke engines conflicts with Baldwin and Pittsburgh records. Evidently Farmers, W&F. and Oil Creek engines renumbered.

1 0-6-0 Baldwin 1870 2163 44" Drs.	1 4-4-0 Cooke 1870 "T.Kingsford"
2 4-4-0 " " 2115 " 62"	3 " " " " L.L.Kenyon
3 " " " 2127 " "	4 " " " " James Frazer
4 W/7 Pittsburg 105 " "	5 " " " " B.H.Throop
5 " 5/70 " " ← 73	6 2-6-0 " " Jos Sloom 51" Drs.
6 " 6/70 " " ← 72	29 0-6-0 Baldwin " 207B 44"
	30 " " " 2077 "
	31 " " " 2327 "
	32 0-6-0 " " " 11-70 106

4-4-0

Olean, Bradford & Warren Ry

Inc. 9-29-1877 Bradford to Tarpot (connecting with Kendall & Eldred RR) to N. Y. state line and Olean, N. Y. 36" gauge. Inc. to run state line to Bradford-Warren, 50 miles
 Stock sold to Buffalo, New York & Phila. RR 12-8-1881.
 Merged 6-30-1911 with Bradford Ry to form Bradford RR. (Bradford Ry had .05 miles)
 Operation discontinued 8-6-1896 and line abandoned, but track left in. In early 1898 all but 2 1/2 miles sold to Olean-Bradford trolley company and electrified. (OLEAN, ROCK CITY & BRADFORD RR)
 Line 2.3 miles Bradford to Tarpot standard gauged. Served a refinery (probably). Date torn up unknown.
 In 1932 OB&WRY merged into W.N.Y.&Pa.
 (In N.Y. State at Olean 1.1 miles of O.B. & W. RR merged 4-11-1916 into W.N.Y.&Pa., Olean to Pierce's Tannery to serve tannery.)

Locos. OB&W locos were renumbered into Kendall & Eldred number series in 1880 but it is not known if they were relettered K&E. In 1884 they were ren. into BNY&P 106-120 series. Ren. 1880 BNY&P

1	Marcus Huling	4-4-0	Brooks	1877	312	7	107	Sold South Haven & Eastern #3, pr. '97
2	Rock City	2-6-0	"	"	313	-		Sold 1878 Springville & Sardinia #1
2	"	"	"	1879	348			Sold 4-79 to Bellaire & S.W. RR #2
2	renumbered from 7			in 1879/80				" I.S. Clough (PT&E RR)
3	State Line	"	"	1878	321	9	109	Sc. 1900
4	C.S. Whitney	4-4-0	Bald.	"	4273	10		Sold 1-82 Allegany Central #4
5	Mountain Queen	2-6-0	Brooks	"	326	12	120	Sold by 1899 to BB&K #6
6	Florence	4-4-0	"	"	325	11		" 6-82 Coudersport & Port Alleg. #1
7	"	2-6-0	"	1879	349			Ren. 2 in 1879-80

Orangeville & Lehigh RR

Inc. 12-2-1892 Orangeville, Columbia Co. to Housers Mill, Monroe Co. (Pocono Lake) 70 mi
 No track laid. Merged 3-1-1893 into Central Penna. & Western RR.

Panhandle Ry.

Inc. 1-15-1868 as reorg. of Pittsburgh & Steubenville RR, Pittsburg to Steubenville, Ohio
 Reorg. 5-14-1868 as Pittsburgh, Cincinnati, & St. Louis Ry (merger of Panhandle RR, Steubenville & Indiana RR and Hollidays Cover RR) Penna. RR controlled

Penndel Co.

Inc. 11-20-1953 in Delaware and on 1-1-1954 consolidated at least 14 railroads of the Pennsy system including the following in Pa.: Ohio Connecting; Delaware River and Bridge Co.; Western N.Y. & Pa.; Lykens Valley RR & Coal Co; York, Hanover and Frederick RR; Southern Penna. Ry. Acquired Elmira & Williamsport RR 7-1-1969.
 Track to Conrail 4-1-1976, and corporation subsequently dissolved.

Pennsylvania & Buffalo Connecting RR

Inc. 3-1-1900 to build from Kane to Buffalo, 59 miles and use 42 miles of the Erie RR. Organized by the Penna. RR.
 Not built because the Western N.Y. and Pa. RR sold their line to the Pennsylvania RR.

Pennsylvania & Delaware RR, Ry.

Inc. NOT RECORDED. MERGED 5-3-1873 WITH Del. & Pa. RR (DELAWARE COAL) TO FORM P. & D. Ry.
 Opened 1872 Pomeroy, Pa. to Delaware state line, 21 miles. Built from Pomeroy to Delaware City, Del. 38.5 miles by the Penna. RR who leased it upon completion.
 Sold 2-9-1879 and renamed Pomeroy and State Line RR.
 Aband. 9-18-1936 Landenburg to Thompson, Del., 3.4 miles. Used for bridge traffic, operations disc. 1933; 3-31-1943 Chatham south to Avondale to Landenburg, 6.5 mi; 11-20-1964 Doe Run (Springdell) to Chatham, 5.6 mi; 1976 when Conrail takeover Pomeroy to Doe Run, 5.7 miles.

Pennsylvania & New Jersey RR

Inc. May 4 1894 to connect the Penna. RR's main line, just north of Philadelphia, with rail lines in New Jersey.
 Consolidated 2-15-1896 with Delaware River RR & Bridge Co..
 Opened 4-19-1896 from Frankfort Jct. to New Jersey.

Pennsylvania & Northwestern RR

Inc. 12-27-1889 as consolidation of Bells Gap RR and Clearfield and Jefferson RR, Bellwood to Horatio, 64 miles.

Formed 1889 as merger of Bells Gap RR (had locos) and Clearfield & Jefferson RR (no locos.) Acquired by Pa. RR 1902 and merged 1903 into Pa. subsidiary, Cambria and Clearfield RR. Listed in Poo's having 45 engines on 6-30-1893. These would be #7-46 plus 5 numbered 1 to 6. Refer to Bells Gap roster for numbers 22 and lower.

20	4-4-0	Bald	1887					
23	2-8-0	Baldwin	1890	10819	new	3664	4	C.S. 05
24	"	"	"	10825	"			
25	"	"	1927	4170				Pa. RR 1904 #
26	"	"	"	8724				6617
27	2-8-0	Bald?	1887					6618
28	"	"	1887					Sc. prior 1904
29	2-8-0	Baldwin	1890	10878	new			" " "
30								6619
#31-36	2-8-0	Bald.	1890	11009, 16, 134, 141, 173, 188				6620
#37-46	"	"	1892	12436-440, 445-447, 460, 464.				6621

No locomotives bought after 1892.

Pennsylvania & Northwestern RR cont.

Pennsylvania Midland RR June 9-1894 (ink 7.2-94)
 Inc. as consolidation 6-1894 of Brooks Mills and Altoona RR, Manns Choice and Hyndmann RR and Somerset and Bedford RR. (no trackage built by any of these)
 Built: Cessna to 3 miles north of Imler, 12.6 miles. Completed 10-13-1895.
 Intended to run from Brooks Mills, near Altoona, to Cessna, 24 miles, Bedford Co. and Ostruburg to Central City, 22 miles but only the 12 miles built.
 Leased 3 locomotives. Independent. However operations discontinued soon after opening.
 Intention:
 Reorg. 10-11-1902 as Bedford & Hollidaysburg RR by the Penna. RR

Pennsylvania, Monongahelia & Southern RR

inc. 10-17-1902 and opened Aug. 1907 from a jct. with Pittsburg, Virginia & Charleston 7 miles south of West Brownsville to Rice's Landing, 6.9 miles. Later extended to Cruscible, 2 miles.
 Leased 7-31-1907 to Pa. RR and merged into Pa. RR 4-30-1915, 9.6 miles. No locos.
 Leased in 1926 Millsboro to Crucible, 4 1/2 miles to Monongahelia RR and this section aband. 6-18-1953. (Monongahelia RR had track from Crucible to Nemaocolin.)

Pennsylvania Schuylkill Valley RR

inc. Philadelphia to Reading 6-1-1883 as a merger of Philadelphia, Norristown and Phoenixville RR, Phoenixville, Pottstown and Reading RR, and Phoenixville and West Chester RR (Frazier to Phoenixville)
 Reading and Pottsville RR merged into it 10-23-1885
 Opened 1884 Philadelphia to Reading.
 Pottsville and Mahanoy RR merged into it 11-8-1886
 Built Frackville to Shenandoah, 5.0 miles, 1888 and Morea Br. 1.0 mile 1888. Minersville Br. from Pottsville to Primrose, 7 1/2 miles opened 8-1-1892 serving coal mines. Pine Hill Coal Co. at Primrose. Abandoned after 1955.
 Leased to Penna RR 12-31-1885; merged into Schuylkill & Juniata RR 6-1-1900.
 P.S.V. built no main line track. Much of RR torn up after Conrail merger in 1976
 Trackage Rights over Reading RR from Frackville to Wetherill Jct. Abandoned Frackville down the mountain about 1945. Rebuilt by the Reading RR Bear Creek Jct. to Frackville about 1952 for large shipments which couldn't go thru East Mahanoy Tunnel.
 Aband. 4-14-1947 Frackville Jct. to Shenandoah, 4 1/2 miles and Gilberton Jct. west to end of track .8 miles. (Gilberton Br. ran 1.7 mi Gilberton to Mahanoy Plane (R&G Had trackage rights over LV from Shenandoah to Girardville, 2.6 miles - called Girardville Br.
 Minersville Br. (also called Primrose Br.) aband. 11-10-1966 from Pottsville to Lytle, 6.6 miles. Previously 1 mile ab. into Minersville.

Philadelphia & Baltimore Central RR

inc. 3-17-1853 from West Ch. & Phila RR (Wawa) toward Baltimore, Md. state line.
 Suppl. 4-6-1854 may consolidate with Balt. & Phila. RR (inc in Md) as P&BCRR.
 Built 1860 39 miles Wawa to Oxford and later Port Deposit Jct, Pa. 46 miles
 Intention: Ches er Creek RR leased 1-13-1868
 Bankrupt 6-23-1870 but not foreclosed.
 Merged 10-31-1881 with West Chester & Phila. RR to form P&BCRR.
 Op. by Phila., Wilm. & Balt. RR 1881/82 by contract. PW&B owned all stock. Merged into PW&B 4-13-1946. Phila. & Del. County RR merged into P&BCRR 12-29-1913.
 In 1971 part of track washed out and op. disc. Later acquired by SEPTA for possible passenger use Wawa to Chadds Ford, but not done. Octoraro Ry. designated to operate line July 1977 and op. resumed.

1	4-4-0	Baldwin	1850	851	"Brandywine". In 1860 rebuilt with a Smith boiler (c.n. 952).
2	"	"	"	900	"Kennett" In 1860 rebuilt with Smith boiler (c.n. 950)
3	"	Norris	1864		Ren. 203 in 1882. Sc. by 1884.
4	"	Baldwin	1879	4785	
5	4-6-0	"	1869	1831	
6	"	"	"	1839	
7	"	"	1870	2049	
8	4-4-0	"	"	2110	Ren. 208
9	4-6-0	"	1872	2828	" 209
10	4-4-0	"	1873	3238	" 210
11	4-6-0	"	1880	5091	
12	"	"	1881	5576	

Tenders lettered "P. & B. C. R.R."

What happened to locomotives not renumbered in 1882 to the 200 series is unknown. In 1882 the engines of the West Chester & Philadelphia were changed into the 200 series as were other locomotives formerly Phila, Wilm. & Balt. All engines were lettered on tender P&BCRR. Besides P&BC #3 which became 203 and was soon after disposed, some other P&BC engines may have been renumbered into 200 series, but they were gone by 1884. The P&BC roster for 1884:

201	4-4-0	Baldwin	1873	3228	Ex Pa. #822
202	"	Altoona	1869	36	" " #45, PW&B #18
203	4-6-0	Baldwin	1872	2752	ex Alexandria & Fredricksburg #3. #53, PW&B #136
204	4-4-0	PW&B	1872		Ex PW&B #65, July 1883
205	"	"	1873		" " 53
206	"	"	1876		" " 75
207	"	"	"		" " 76
208	"	Bald.	1870	2110	" P&BC #8
209	4-6-0	"	1872	2828	" " #9
210	4-4-0	"	1873	3238	" " #10

Philadelphia & Baltimore Central RR cont.

211	4-4-0	PW&B	1872	"	PW&B	#64
212	"	"	1873	"	"	#58
213	"	Bald.	1876	3887	WC&P	#103
214	"	"	1881	5454	"	104
215	"	"	1873	3380	Pa.	#866
216	"	"	1881	5574	WC&P	106
217	"	"	1876	3886	"	107
218	"	"	1881	5466	"	108
219	"	"	"	5469	"	109
220	0-4-0	"	1867	1672	"	110
221	4-6-0	"	1870	2067	"	111
222	4-4-0	"	1872	2089	"	112

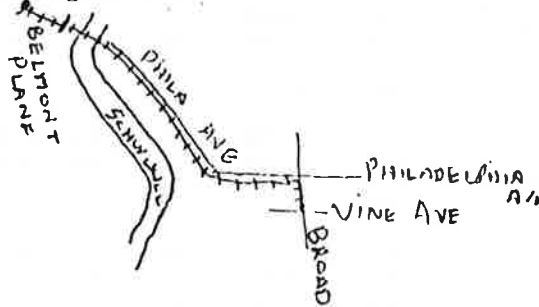
Philadelphia & Bustleton RR

Inc. 3-17-1892 Phila. at Front St & Erie Ave. N.E. to Jct. Hoff and Bocleau St, 8 mi
Merged 5-1-1893 into Phila, Bustleton & Trenton RR. No track laid.

Philadelphia & Columbia RR

Inc. 3-24-1828, Philadelphia to Columbia and York via Lancaster, 82 miles.
Railroad not given a name at incorporation. Canal Commission was given authority to construct a railroad as part of a canal Philadelphia to Pittsburgh RR. City of Lancaster to build a lateral railroad from the P.&C.RR to Conestoga Boro.
Built: from Broad and Vine Streets in Philadelphia with planes at Belmont in Philadelphia x to Columbia with planes down into Columbia. Begun Feb. 1829 and opened 4-1-1834.
Suppl. 4-24-1832 relocate Phila. & Columbia RR so as to pass thru Lancaster.
Private transporters used horses and wagons on the line until 1844. RR used steam beginning in 1834. Built as a double track line.
Sold by the Commonwealth of Penna. to the Penna. RR 6-25-1857 and turned over 8-1-1857, 82 miles, Philadelphia to Columbia.
New line at Columbia to eliminate planes, 6.5 miles opened 3-4-1840
New line at Philadelphia to eliminate planes, 7.5 miles, opened 1850. Built from Ardmore to West Philadelphia at Market St. Bridge over Schuylkill 10-15-1850. Old line of 9 miles sold to Phila. & Reading RR and torn up from Belmont planes to Ardmore.
Extended West Philadelphia to Delaware River 1861 along Washington St.
Extended along Delaware River north to Dock St. 1861.

Track from Philadelphia to Lancaster purchased by Amtrak; Lancaster to Columbia taken over by Conrail.



Green Hawk	2-2-0	Col. Long	1832		Sold to Boston & Providence RR
Black Hawk	"	"	1833		"
?	"	"	"		"
* Lancaster	4-2-0	Baldwin	6-34	3	To Allegh. Portage RR
Columbia	"	"	9-34	4	"
* Philadelphia	"	"	11-34	5	"
Pennsylvania	"	Stephenson	1834	104	Ren. Comet./Planet
Philadelphia	"	"	1834	105	Ren. Planet/Comet
1 of these two sent to Allegheny Portage and ren. North America in 1837					
* Pennsylvania	"	Baldwin	1-35	7	
Delaware	"	"	2-35	8	
* Susquehanna	"	"	3-35	9	
* Schuylkill	"	"	4-35	10	
Firefly	"	Taylor	7-35	4	Sold 1838 to Camden & Woodbury RR
Red Rover	"	Taylor	"	5	"
Kentucky	2-2-0	Stephen.	1835	110	Ren. Columbus
John Bull	"	"	"	112	To Allegh. Portage RR
Atlantic	"	"	"	113	
Albion	"	"	"	117	Rbt. to 4-2-0 by 1837
Kentucky	4-2-0	Baldwin	7-35	14	
* Juniata	"	"	9-35	15	
* Brandywine	"	"	10-35	18	Became Pa. RR #141, 1857
* Wm. Penn	"	Norris	"	"	
Ohio	"	Baldwin	2-36	22	To Allegh. Portage RR, 1845
Robt. Morris	"	Norris	5-36	"	" 1837
Geo. Washington	"	"	7-36	"	"
Benj. Franklin	"	"	8-36	"	"
America	"	Coleman, Sellars	9-36	"	
Sampson	"	"	9-36	"	
* Wash. County	"	Norris	10-36	"	
Farmer	"	"	"	"	
Firefly	2-2-0	Stephen.	1836	129	Not operated. Sent to Lexington & Ohio RR
Red Rover	2	"	1836	139	where they were renamed Kottaway and Elkhorn
Backwoodsman	4-2-0	McClurg	Wadell-36	"	
* West Chester	"	Baldwin	2-37	63	
Paoli	"	"	"	65	To Allegh. Portage RR, 1845

* On the road 1847.

Philadelphia & Columbia RR cont.

		BUILT	C.N.	
* Virginia	4-2-0 Baldwin	2#37	66	
* Conestoga	"	"	67	
* Edward F. Gay	"	3-37	68	
* Octorara	"	4-37	69	
* Parkersburg	4-2-0 Baldwin	1837	72a	
Tuscarora	4-2-0 Baldwin	4#37	73	Not delivered. To S.C.C.&RR "Buena Vista"??
* Pequa	"	"	74	
* Indiana	"	5-37	75	
* Mississippi	"	"	78	Sold Mine Hill & Schuylkill RR
* Montgomery	"	"	79	Sold Wilkes Barre Coal Co.
* Wisconsin	"	"	81	
* Downington	"	4-37	88	
Pittsburger	McClurg, Wade	3-37	2	Built for Allegh. Portage RR
* Bald Eagle	Garret&East.	3-37	"	
* Telegraph	"	4-37	"	
* Enterprise	"	5-37	"	
Lafayette	Norris	3-37	"	
James Madison	"	3-37	"	
Bush Hill	"	4-37	"	
United States	"	5-37	"	
Constitution	"	6-37	"	
Independence	"	7-37	"	
Baltimore	0-4-0 Winans	1837		Crab type
Anthracite	0-4-07 Gar&East?	"		Not owned; merely tested; possibly missing engine of Little Schuylkill Nav, RR&Coal.

* G. P. Porter 4-2-0 H.R.Campbell 1839
 * And. Jackson " " " "
 * James Buchanan " " " "
 * Simon Cameron " Norris " "
 * Simon Snyder " " " "
 * E. B. Hubley " Baldwin " 123
 * Martin Van Buren " " " 125 Ren. James R. Clark
 * Old Berks " Dotterer " "
 * H.A. Muhlenburg " " " "
 * Hugh Keyes ? Pennal & Co. 1840
 All the above engines had been disposed by 1857 when the Pennsylvania RR purchased the railroad except for the Brandywine, #141.
 * - On the road in 1847.

* Westmoreland	4-2-0 Dotterer	1841	
* G. M. Keim	"	1840	
* Columbia	4-2-0 "	1841	#
* Delaware	" Sellers&Sons	1841	Pa. RR 1857
* Atlas	0-6-0 Baldwin	1845	232
* Lewistown	"	1847	291
* Chester	"	"	292
Tioga	4-4-0 Norris	1848	404
Venango	"	"	404
Francis R Shunk	"	1849	404
1857 Wyoming	"	"	404
Pa. # Wissahicken	"	"	404

149 Clarion	4-4-0 Norris	1849	54"	Dr. 20 tons
150 Shawnee	"	"	"	"
151 Swatara	"	"	"	"
152 Wyalusing	"	1850	60"	"
153 Tuscarora	"	"	"	"
154 Constitution	"	1851	"	21
155 Onion	"	"	"	"
156 Columbia	"	"	54"	20#
157 Lancaster	"	"	"	"
158 Jesse Miller	"	"	"	"
159 Keystone	Lancaster	1853	60	26# scrapped 1877
160 Conwingo	"	"	"	84
161 Utah	"	"	"	69
162 Minnesota	"	"	"	84
163 Clearfield	"	"	"	69
164 Clinton	"	"	"	76
165 Atlanta	"	"	"	84
166 Wheatland	"	"	"	69
167 Lehigh	Baldwin	1853	566	54" 32
168 Luzerne	"	"	565	" "
169 President	Norris	1854	60"	31
170 Governor	"	"	"	"
171 Kansas	4-4-0 Baldwin	"	588	27
172 Shanghai	Lancaster	"	66"	28# sc. 1869
173 Nebraska	Baldwin	"	590	60
174 Old Hickory	Norris	"	"	33#
175 John Gilpin	Lancaster	"	66"	28# sc. 1877
176 Tam O'Shanter	"	"	60"	"
177 Uncle Toby	"	1855	"	" 77
178 Bardolph	"	"	"	" 76
179 Old Foggy	"	"	"	30 " 81
180 Young America	"	"	"	29 " 69
181 Attila	"	"	66"	29# " 79
182 Alaric	"	1856	60"	29 " 79
183 Tony Weller	"	"	"	" " 59
184 My Son Samuel	"	"	"	" " 59
185 Yorlok	N.J. Loco	"	54"	26# sc. 77-82
186 Alert	Lancaster	"	60"	29 " 84
187 Concord Trim	N.J. Loco	"	54"	26# " 75
188 Fingall's Baby	Lancaster	1856	60"	33 tons 75
189 Falstaff	"	"	60"	" 70
190 Old Dominion	Norris	"	"	33#

Philadelphia & Columbia RR cont.

191 Hoosier State	"	NCR&S	1856	40"	33 1/2	
192 Washington	"	"	"	"	"	
193 Buchanan	"	Lancaster	"	"	33	S. 1670
194 Hiawatha	"	"	1857	66"	30	" 82
195 Breckenridge	"	"	"	66"	"	" 82

Philadelphia & Delaware County RR

Inc. 4-2-1831 Philadelphia to Darby and Chester to Delaware state line.
 Suppl. 3-14-1836 name change to Phila, Wilmington & Baltimore RR. No track laid.

Philadelphia and Delaware County RR

Inc. 4-2-1890 to take over franchise and 4 miles partly graded roadbed of Philadelphia Midland RR. Subsequently built Fernwood to Newton Square, 9.9 miles, opened 7-2-1890. Intended to serve suburbs of Philadelphia. Operated by Phila, Wilmington & Baltimore. Built Fernwood to Millbourne Mills, 2.0 miles about 1899/1900 or Wycombe, 2.3 miles. Merged 12-29-1913 into Philadelphia & Baltimore Central RR.

Philadelphia, Delaware & Chester County RR

Inc. 3-17-1871 Phila. to Penna Central RR east of Downingtown, 30 miles
 No track laid.
 Suppl. 4-9-1872 may change name to Phila. & Chester County RR. See below.

Philadelphia and Chester County RR

Inc. 4-9-1872 as renaming of Phila, Delaware & Chester County RR
 Graded 4 miles and halted work by 1873 panic. See below

The above two railroads are also shown with conflicting data in the charter information of the Philadelphia Midland RR:

- Phila, Del. & Chester County inc. 3-17-1871 and foreclosed 8-1-1877
- Phila. & Chester County RR inc. 10-6-1877 to take over PD&CC. Foreclosed 7-2-1885
- Philadelphia Midland RR organized 7-18-1885 to take over P&CC. Foreclosed 3-3-1890
- Phila. & Delaware County RR organized 4-2-1890 as reorg. of Phila. Midland

Abandoned: Newton Square back about 5 miles almost to Grassland prior to 1967. Ab.
 12-10-1981 Grassland to Pembroke, 3.8 miles (at about jct with line to Wycombe.)
 Ab. 12-21-1981 from Wycombe (Millbourne Mills) to jct. of branch. Left in about
 7/8 mile from Fernwood.

Philadelphia & Erie RR

Inc. 3-7-1861 to take over Sunbury & Erie RR which had built Sunbury to Whetham, 81 miles and Erie to Warren, 66 miles.
 Built Whetham to Warren 1862-64. Leased to Penna. RR. 4-1-1862. No locomotives
 Suppl. 3-19-1869 may use portion of Lewisburg Cross Cut Canal (Montandon to River at Lewisburg) Not built.

Merged into Penna. RR 5-1-1907.

When Conrail organized in 1976, April 1, line from Kane (B&O connection) to near Warren not included, about 29 miles. Subsequently, line from Kane to St. Marys was disc. being operated. Track St. Marys to near Warren sold to Johnsonburg, Kane, Warren & Irvine RR, 58 miles. In 1985 the entire line from Emporium to Erie was sold by Conrail and the JKW&I to Hammermill Paper Co. who then organized the Allegheny RR. Op. begun by them 9-3-1985.

Line from Erie to Emporium used primarily for iron ore traffic going to Bethlehem Steel Co. at Bethlehem which was disc. about 1960.

Locomotives: P&E owned no locomotives except one other than Pa. designed engines carrying numbers blocked out by the parent road. The one exception was an engine ordered by the Sunbury and Erie RR prior to P&E formation: "Waterford", Baldwin, 1861, 4-4-0, c.n. 998.

Philadelphia and Sunbury RR

Inc. 9-11-1851 as a foreclosed reorg. of Danville & Pottstown RR
 Suppl. 4-2-1853 change location in Sunbury - from Sunbury to Mine Hill & Schuylkill Haven RR

Foreclosed 1857. Reorg. 4-9-1858 as Shamokin Valley & Pottsville RR
 Had two rail lines - Sunbury to Shamoken and Girardville to Mount Carbon RR (abandoned by 1844 with rotting track on the latter line.) Had locomotives

Built Shamoken to Mount Carmel 1855
 Girardville to Mount Carbon route taken over by the Mine Hill and Schuylkill Haven RR and new rail line laid.

Branches and abandonments:

- Lancaster Br: near (east of) Shamoken to Hickory Ridge mine, 2.8 mile. Gone by 195
- Scott Br: Brady to Kulpmont, 3.0 mi. Connected to Green Ridge Br. after 1950.
 1900. 1.0 mi ab. 9-27-1962, rest aband 1.9 mi 9-7-1972.
- Green Ridge Br: Sagon Jct. to Kulpmont (Sagon)
- Richards Colliery Br: Sagon Jct to colliery, 1.5 miles. Gone by 1950
- Montellius Br: Mt. Carmel to Mt. Carmel Breaker on east side of town 1.2 miles. Gone by 1950
- Fagely Br: .1 mile east Sagon Jct to near Greenough Breaker, 1.6 miles.

Philadelphia and Sunbury RR cont.

- Ab. from Locust Gap Jct. (with Rdg at Locust Gap), m.p. 22.4 west to jct. with main line into Mt. Carmel, 1.5 miles. 8-9-1984
 - Ab. Atlas to Sagon (west side rte 61, m.p. 25.9) 1.0 mi 8-19-1984. Not used since early 1970s
 - Ab. 9-27-1955 Jct. to Natalie colliery next to Atlas. Branch was adjacent to Rdg.
 - D. Longnecker 4-4-0 Norris 1853 60" Drs Sold Hanover Branch RR "Conewago" 4-1855
 - David Longnecker 0-8-0 Bald. 1855 64 1/2" " Mine Hill & Sch. Haven RR #24, 1856
 - " 4-6-0 N.J. Loco 9-56 48" To SV&P in 1858
 - " " " 3-57 48" " "
 - Judge Hegins " " " " " "
- Note: Court House mortgage says 1856 & 1857 locos. carried same name -Longnecker.

Philadelphia & Trenton RR

- Inc. 2-23-1832 Kensington (Philadelphia) to Frankford, Bristol, Morrisville at Delaware Bridge to Trenton. No steam locomotive to come within 300 feet of the Delaware River bridge without the bridge company consent. When ten miles completed the railroad will become a public highway. Max. freight rate will be 5¢ a ton mile; passenger 3¢/mile. The railroad can specify the kinds of carriages and wagons to be used.
 - Suppl. 2-9-1835. may construct a bridge over the Delaware River to New Jersey.
 - Suppl. 3-27-1834. May connect with Northern Liberties RR at Front Street.
 - Suppl. 4-13-1838. may build a branch into Holmesburg.
 - " 4-16-1838. May build a branch into village of Bridesburg, Phila. County
 - " 3-23-1839. Must relocate railroad from Frankfort Rd and Maiden St, Kensington, from the depot to their depot in Northern Liberties at 3rd and Willow Sts. within one year.
 - " 5-2-1855. May extend to connect Northern Liberties and Penn Twnp RR from Phila. & Trenton depot on Elm or Harrison St, and build a branch to corner Frankfort St. and Oxford Rd.
 - " 3-29-1859. Extend from Front and Harrison St to 3rd and Willow and lay a railroad from Front and Harrison up Elm St. to Howard, Howard to School St, School to Cities St, City to Otter, across Otter to Hope, Hope to North Penna. RR to New Market St or from Cities St. to New Market, New Market to Willow and Willow to 3rd.
 - Leased to Penna. RR 6-30-1871. Track to Conrail 4-1-1976. Corp. subsequently dissolved. Track sold to Amtrak 197 .
 - Branch .5 mile between P.T. and Kensington & Tacony TT at Bridesburg and U. S. arsenal aband. 2-25-1982.
 - Branch - Morrisville east to Fairless, 3 miles, built when U.S. Steel Co. built steel mill about 1947.
 - Locomotives. Camden and Amboy acquired stock of railroad in 1840 and no additional engines were bought after that.
- | | | | | |
|--------------|-------|---------|--------|-----|
| Trenton | 4-2-0 | Baldwin | 1834 | 5 |
| Black Hawk | " | " | 1835 | 11 |
| Pennsylvania | " | " | 1836 | 45 |
| New Jersey | " | " | " | 58 |
| Philadelphia | " | " | 1840/1 | 165 |

Philadelphia, Baltimore & Washington RR

- Inc. 11-1-1902 as merger of Phila, Wilmington & Baltimore RR and Baltimore and Potomac RR
- South Chester RR merged in 3-31-1906; Phila. & Balt. Central RR merged in 4-15-1910; Columbia and Port Deposit Ry merged in 9-15-1916; Chester Creek RR merged in 9-21-1917.
- Reinc. 9-15-1916 as The PB&W RR by merger of PB&W RR and several Maryland railroads.
- Had no locomotives. Operated by Pa. RR.
- Track to Conrail 4-1-1976 and purchased by Amtrak. Corp. subsequently dissolved.

Philadelphia, Bustleton & Trenton RR

- Inc. 5-1-1893 as consol. of Philadelphia and Bustleton RR and Bustleton and Eastern RR.
- Intended to run from Philadelphia to Fallsinger, 23 miles, but only 3.55 miles to Volunteertown completed, opened 12-29-1896.
- Operated by Pa. RR. Merged 1-1-1902 into Connecting Ry.
- Ab. 5-8-1973 1 mile from Phila. & Frankford RR (Rdg.) north to Volunteertown.
- 12-22-1981 1.2 mi Roosevelt Blvd to Penn St.
- 7-19-1984 1.6 mile from jct. with Phila & Franklin RR (called Oxford Road Br.) south.
- 8-28-1984 1.8 miles - includes some sidings. Entire line now aband.

Philadelphia, Germantown & Chestnut Hill RR

- Inc. 1-2-1883 Ridge Ave. & 19th St., Phila. to Chestnut Hill, 7 miles
- Opened 6-11-1884 and operated by Penna. RR. Germantown Jct. to Chestnut Hill, 6.8 miles; Cresheim Br. - Wissahicken Heights to Fort Hill, 6.3 miles, built 1893; Midvale Br. .8 miles, built 1893. Served Philadelphia suburbs.
- Merged into Connecting RR 1-1-1902.
- Ab. Ft. Washington Br. (branch to Fort Hill) 5.8 miles: Prior 1954 Fort Hill to Sunnybrook, 1 mile; 1954 Sunnybrook to Wyndmoor, 3.1 miles. Still in -1 1/2 miles to Wyndmoor now owned by SEPTA.
- Midvale Br., .6 miles served Midvale Steel Co. Ran off from just east of Tulpehocken sta. (direction unknown.)
- PG&CH track acquired by SEPTA 3-15-1983, 6.7 miles from North Phila. st .

Philadelphia, Norristown & Phoenixville RR

Inc. 9-20-1882 by Penna. RR.

Built Philadelphia to Phoenixville in 1883.

Merged 6-1-1883 and name changed to Pennsylvania Schuylkill Valley RR

Ab.: 2-24-1882 5.0 mi Norristown west to Oaks; 2-25-1882 2.1 mi Norristown west to Port Indian. (these two abandonments cover the same track.); 2-25-1882 2.4 miles Earnest east to Spring Mill. (thru Consohocken with Reading Ry adjacent.); 2-24-1882 Spring Mill east to Ivy Ridge, 3.7 miles (where Pa. crossed Rdg. line at Schuylkill River coming out of Phila.) 7-13-1884 1.1 mi. West Manayunk - Pencoyd. Track from 52nd St. Jct. north across river toward Manayunk, 4 miles, acquired by SEPTA 3-15-1983. ICC auth. aband by Conrail 5-25-1984 52nd St. to Ivy Ridge, 4.6 miles.

From Oaks to Phoenixville still in, and Norristown to Earnest.

Pencoyd Br. 1/2 mile east of Manayunk Sta to Pencoyd jct with Pencoyd & Phila. RR, 1.1 mile/ This branch on south side (west side) of river adjacent to Rdg frt. line.

Philadelphia, Wilmington & Baltimore RR

Inc. 3-14-1836 as a name change of Philadelphia & Delaware County RR (Phila. to Darby and Chester to Delaware state line.)

Construction completed 1838 into Philadelphia over Grays Ferry bridge. In Philadelphia ran on Prime St. (now Washington Ave.) to Broad St. where it connected with Southwark RR to reach Delaware River.

Merge 2-5-1838 of PW&B RR with Wilmington and Susquehanna RR (Del. corp.) and Baltimore & Port Deposit RR (Md) for 98 mile railroad, Phila. to Baltimore.

Operated independently.

Penna. RR buys most of stock in 1881 but operated separately until 11-1-1902 merged with Baltimore & Potomac RR to form Phila., Balt. & Washington RR.

Leased Southwark RR probably in 1840. Southwark merged into PW&B in 1877.

Relocated 1873 from Phila. to Chester, and old track sold to Reading Ry. subsidiary, the Philadelphia and Chester Beach RR.

Phoenixville & West Chester RR

Inc. 3-8-1882

Built 1883 Frazier to Phoenixville.

Merged into Penna. Schuylkill Valley RR 6-1-1883 No locomotives.

Intended:

Ab. 2.9 miles from Swedesford Rd (2 miles north of Fraser) north to Devaulr sometime after 1936. Last operated 1931 when bridge traffic rerouted.

Phoenixville, Pottstown & Reading RR

Inc. 9-20-1882 by Penna. RR and built during 1883/4 Phoenixville to Reading, 30 mi.

Merged 6-1-1883 into Penna., Schuylkill Valley RR

Intended as part of several railroads to compete with the Reading Ry from Phila. to Pottsville coal fields. 1 mile branch Spring City to Royersford. Aband. ?

Court St. Br. In Reading near pass. sta. south along Front St to S.6th St., 1.1 mi.

Ab. Phoenixville west to Parkersford, 6.8 mi. 12-21-1981; Parkersford west to Schuylkill River bridge, 2.9 mi., 7-13-1984;

Mantaw Creek (Pottstown) to Stowe, 2.7 mi, 2-25-1982; Stowe to east of Birdsboro 4.7 miles, 12-4-1981; east of Birdsboro 1.2 miles 2-24-1982; east of Birdsboro to Reading 5.5 miles, 2-23-1982.

Pine Run RR

Inc. 12-29-1906 and leased to Pa. RR 7-1-1907 Irvona to Irvona Coal & Coke Co. col-

liery No. 10, 2.4 miles, Ran from Irvona north east parallel to Clearfield Sou. RR

Sold to Cambria & Clearfield RR in 1912. Ab. unknown date. Served coal mine.

Pittsburgh & Cross Creek RR

Inc. 8-9-1905 from Wabash Pittsburgh Terminal RR northerly along Cross Creek to Bur-

gettstown on PCC&StL, 7 miles. Owned by PCC&StL. Although company filed annual reports with PUC until 1945, no record of company in Poores/Moodys Manuals.

The rights of this company probably used by PCC&StL to build Langeloth Br. from near Slovan on Atlasburg Br of PCC&StL to Studa, 6.6 miles. Ab. 3-6-1973. Served (??)?

Pittsburgh & Steubenville RR

Inc. 3-24-1849 Pittsburgh area toward Steubenville on Ohio River to Virginia state line, Washington Co.

Suppl. 3-15-1856 may be leased, completed, and operated by Western Transportation Co.

Opened 10-9-1865 Pittsburgh to Steubenville to Columbus.

May have been independent at time of opening but under partial stock ownership by Penna. RR. Had locomotives

Reorg. 1-15-1868 as Panhandle Ry.

Burgetts Branch. Burgettstown to Atlasburg, 4.3 miles built ?. Ab. 1-25-1982 Atlasburg to Langeloth Jct. 1-25-1982, 2.1 miles. Ab. Langeloth Jct. to Burgettstown, 3 miles 5-31-1984. Served coal mines ?

Langeloth Br. to Studa - see Pitts. & Cross Creek RR.

Hickory Br. Burgettstown to Cherry Valley, 4.0 miles built ?. Ab. Cherry Valley back towards Burgettstown 2.7 miles 3-6-1973; Ab. 5-31-1984 .5 mi/ at Burgettstown

Pittsburgh & Steubenville RR cont.

Rossllyn Connection Br. 1.0 mile Rossllyn to Lewis Run Jct. of Ohio Connecting RR, .6 miles west of Thornburg sta. (ties PCC&StL near the Ohio River to O.C.RR) May have been built by PC&St.L.)

Steubenville Extension Br, 1.1 miles, from Pittsburgh sta., Pa RR to south side of river.

Junction No.1 Br. from near Carnegie station (.4 mi west) to Lewis Run Jct. (end of Ohio Connection RR forming the line thru Scully. 2.6 miles.

Aband. main line 12-1-1983 5.2 miles into Pittsburgh from near Carnegie (Wagner) to the river at Elliott. Branch to Pittsburgh station of Pa RR sold to transit authority 198. Uses Ohio Connecting RR line as replacement.

4-2-0 Baldwin 1837 64 54" Dr. 12 tons bought 1853 from Pa. RR "Harrisburg" Built for Harrisburg, Mt. Joy & Lancaster RR "Harrisburg"

?
4 4-4-0 Baldwin 1855 653 54" 18 tons. New. Resold to Pitts. & Connellsville RR #4

Pittsburgh & Susquehanna RR

Inc. 4-3-1837 Pittsburgh - along Allegheny River to a connection with Sunbury and Erie RR. No track built.

Charter used by Allegheny Valley RR to build Red Bank to Driftwood, 110 miles, opened 6-1 1874.

Pittsburgh, Cincinnati & St. Louis RR

Inc. 5-14-1868 as merger of Panhandle Ry, Steubenville & Indiana RR (Ohio) and Hollidays Cove RR (Ohio). Pittsburgh to Steubenville, 35 miles

Controlled by Penna. RR Had locomotives lettered PC&StL Merged 10-1-1890 with three out of state railroads to form, Pittsburgh, Cincinnati, Chicago & St. Louis RR

Pittsburgh, Cincinnati, Chicago & St. Louis RR

Inc. 10-1-1890 as consol. of P.C.&St.L RR, Chicago, St. Louis & Pittsburgh RR, Cincinnati & Richmond RR, and Jefferson, Madison & Indianapolis RR

Chartiers RR merged into PCC&StL 12-31-1907 Merged 4-2-1956 into Phila., Baltimore & Washington RR.

Pittsburgh, Fort Wayne & Chicago RR

Inc. 7-29-1856 as a merger of Ohio & Penna RR and Ohio & Indiana RR. Foreclosed Oct. 1861 Owned by Penna. RR interests.

Reorg. 2-26-1862 as P. Ft. W. & C. Ry. Track to Conrail 4-1-1976. Corp. dissolved

Pittsburgh, Kittanning & Warren RR

Inc. 4-4-1837 Franklin to Ohio River near Beaver, but not as a public highway (most railroads of the 1830s were public highways.) Not built

Renamed Allegheny Valley RR 4-14-1852

Pittsburgh, Shawmut & Northern RR

In 1947 Penna. RR acquired trackage at St. Marys from P.S.&N. upon its abandonment and their 2 mile line from Coryville south to Farmers Valley refinery. Also about 1 mile in Olean of PS&N.

Pittsburgh, Titusville & Buffalo Ry

Inc. 2- -1876 as reorg. of Oil Creek & Allegheny River RR (Corry to Irvineton 95 miles, Union to Titusville, 25 miles, Cherry Run Br., 3 miles)

Buffalo, Chataqua Lake & Pittsburgh RR (Buffalo to Corry) merged into PT&B, Feb. 1880. Merged with other railroads Jan. 1881 to form Buffalo, Pittsburgh & Western RR.

Operated in conjunction with Allegheny Valley RR (Pa. RR sphere of influence). It got 32 locomotives in 1876 from OC&AR. Did not renumber (see OC&AR for loco. data). In 1880 got an additional engine so that in Jan. 1881 it had 33 when it became BP&W.

Pittsburgh, Virginia & Charleston Ry

Inc. 2-4-1870 as renaming of Monongahela Valley RR (Pa. RR acquired control) Built from Birmingham (south side of Pittsburgh) on Panhandle RR. Pittsburgh to Monongahela City, 30 miles, opened June 1873; to Brownsville, 20 miles, opened 1873/4; Redstone Branch (Brownsville RR) opened 1882.

Brownsville RR merged into PV&C in 1881, Brownsville to Redstone Jct.

Independently operated until 1879 when Pa. RR took over operations. Built West Brownsville to Jct. Pa., Mon. A. State Line RR, 7 miles c. 1902-6.

Monongahela & Washington RR merged into PV&C 7-1-1904
Brownsville & State Line RR merged into PV&C 1894 as was Monongahela River and Streets Run RR and Meckeesport & Bessemer RR.

Merged into Pa. RR 4-1-1905

Peters Creek Br. Wilson to Epton, 8. miles. Not know when built or if built under PV&C charter. Aband. 3-27-1962 from Epton, m.p. 7.3 to m.p. 3.3. Remainder ab.

2-9-1982. Served coal mines.

Ten Mile Run Br. Millsboro s.w. to Besco, 1.8 miles where it connected to Chartiers Southern RR of Monongahela RR

Although controlled by Penna RR from the beginning, it operated independently with own locos until 1879:

1 4-4-0 Pitts. 1872 217 to Pa. Rn #201

2 " " " " 237

3 0-4-0 " " 239 " 237

Pittsburgh, Virginia & Charleston Ry. cont.

4	4-4-0	"	1873	290	"	536?
5	"	"	1874	321	"	777?

Pa. RR 1884 roster lists only 5 Pittsburgh built engines. The 5th engine is listed as an O-4-0, 48" Dr.s, 1872 (P. RR #530) cyls 17x24. Pitts. doesn't list building any such engine in 1872.

Pittsburgh, Youngstown & Ashtabula RR, Ry.

Inc. 7-22-1887 as consol. of Ashtabula & Pittsburgh RR (Ohio), Alliance, Niles and Ashtabula RR (Ohio), Lawrence RR, and New Brighton & New Castle RR.

New Castle & Beaver Valley RR merged to form P.Y. & A Ry, 1-8-1906.

Ran Kenwood, Pa. to Ashtabula. No locomotives, 140 miles.

Merged: ~~Track 1905~~ Conrail 4-1-1976. Corp. subsequently dissolved

Pomeroy & Newark RR

Inc. 12-29-1881 as reorg. of Pomeroy and State Line RR, Pomeroy, Pa. to Newark, Del., 26.7 miles.

Had been leased and op. by Penna. RR since 3-1-1880

Merged 10-15-1917 with into Phil, Balt. & Wash. RR

Pomeroy & State Line RR

Inc. 2-9-1879 as reorg. of Pennsylvania & Delaware Ry, Pomeroy to Newark, Del.

Leased and op. by Pa. RR 3-1-1880

Reorg. 12-29-1881 as Pomeroy & Newark RR.

Portsmouth & Lancaster RR

(Phila & Columbia RR)

Inc. 6-9-1832 Portsmouth to Mount Joy to Penna RR/west of Lancaster.

Suppl. 3-11-1835 extend from Portsmouth (Middle town) to Harrisburg and name changed to Harrisburg, Portsmouth, Mount Joy and Lancaster RR.

No track laid.

Pottsville & Mahanoy RR

Inc. 12-29-1883 by Pa. RR, Pottsville to New Boston, 11 miles.

Built 1886 Intendend to reach hard coal fields for Penna. RR.

Merged into Penna. Schuylkill Valley RR 11-8-86. No locomotives.

Morea Br.: Morea to Morea Breaker, 1.3 miles.

Aband: 10-29-1965 Morea to about 2 miles north of Pottsville, 6.5 miles. (Left in 2.2 miles Morea to New Boston Jct. and Pottsville to Morea. These lines aband. in 1970s, exact date unknown but probably when Conrail took over in 1976.

Also aband. 10-29-1965 were trackage rights over M.V. 22.8 miles from Mt. Carmel to Delano and New Boston Jct. to Tomhickon and Reading Ry line Wetheral Jct. to near Frackville, 3.1 miles.

Reading & Pottsville RR

Inc. 3-4-1884, 35 miles Reading to Pottsville

Built: Reading to Hamburg in 1885, Pottsville 1886.

Merged 10-23-1885 into Penna. Schuylkill Valley RR. No locomotives.

Intended to reach hard coal fields for Penna. RR

Aband. 10-2-1968 5.0 miles Pottsville to Schuylkill Haven. Hamburg to Schuylkill Haven, 14 miles, aband. 4-1976 when Conrail took over. Hamburg to Temple, 12 mi. acquired by the state and turned over to Blue Mountain & Reading RR 9-1983. Reading to Temple in use by Conrail.

Ridgway & Clearfield RR

Inc. 4-20-1882

Opened 1885 Ridgway to Falls Creek, 27.8 miles.

Intended as a connecting link for Clearfield Co. coal. Operated by Pa. RR 7-23-84.

Merged into Pa. RR 3-31-1911.

Aband. Ridgway to Brockway, 17.0 miles 5-31-1973; Brockway to Minns Summit, 6 miles, aband. when Conrail took over 4-1976. Minns Summit to Fall Creek, 4.5 miles, was taken over by the State 4-1976 and operated by Conrail until 9-20-1980 when Falls Creek RR organized and took over. Serves a truck reload point for coal.

River Front RR

Inc. 5-5-1876

Opened 1882 and leased to Penna. RR 5-1-1882 - Phila. & Trenton RR at Lehigh Ave, Kensington to Dock Street, Phila. 3.6 miles. Branch to Norris St., .8 miles; branch to Laurel St. .2 miles.

Dock St. is .3 miles south of Market St.

This line completed a waterfront beltway for Penna. RR around Philadelphia.

Merged into Pa. 4-1-1903.

Aband. north of Market St. for about a mile prior 1985.

Rochester, Beaver Falls & Western RR

Inc. 3-27-1889. Built 1890 at Beaver Falls, .55 miles.

Operated by Penna. RR

Merged into Marginal RR in 1904. Corp. dissolved 1-11-1904. Track aband.

Salamanca, Bradford & Allegheny River RR

Inc. 12-8-1880 from Warren to N. Y. state line, 22.7 miles to meet meet S.B.&A.R. RR of New York to go to Salamanca. No track laid.
Merged Jan. 1881 into Buffalo, Pittsburgh & Western RR.

Scalp Level RR

Inc. 3-1-1897

Built Lovett Station on South Fork RR to Windber and Ashtola, 16.5 miles to serve primarily the coal mines of the Berwind White Coal Co. Opened 1898 as double track railroad.
Built Windber to Cairnbrook to Gahagan, 17 miles, about 1899 but do not know if it is the Scalp Level charter.
Leased to Penna. 9-1-1897 and merged into South Fork RR 1-1-1902. Built by Pa. RR
Branches: Paint Creek Br. at Scalp Level to Eureka Mine #30, 1.6 miles
Eureka Br. #37, 1.4 miles Scalp Level to Eureka Mine #37
Reitz Br., 1.1 miles Cairnbrook east to mine.
Eureka Br. #31, .7 mile, Windber to mine
Windber Br., 4.2 miles, Windber to Eureka Mine #42. 2.1 mi aband 5-25-1984.
Curry Mill Br. Windber to Arrow, 2 miles to serve saw mill. Op. disc. 1934, ab.
Line into Ashtola served a saw mill. Ab. 3-31-1943 1.9 3-20-1939
miles Ashtola back toward Windber; 1-10-1972 .3 mile at end of former Ashtola Br.

Schuylkill & Juniata RR

Inc. 6-1-1900 as merger of hard coal field railroads of the Penna. RR: Nescopeck RR, Penna. Schuylkill Valley RR, North & West Branch RR, Sunbury, Hazleton & Wilkes Barre RR, and Sunbury and Lewistown RR.
Merged 4-1-1902 into Pa. RR.

Scotland and Mont Alto RR

Inc. 5-3-1864 Scotland, Franklin Co. to Mont Alto to connect with Cumberland Valley RR.
Not built. Company was either renamed Mont Alto RR or else a different company formed with the name Mont Alto RR.

Shamokin Valley & Pottsville RR

Inc. 3-25-1858 as a result of foreclosure of Philadelphia and Sunbury RR (Sunbury to Mine Hill and Schuylkill Haven RR. at Locust Gap, Mt. Carmel.
Took over railroad from Sunbury to Mount Carmel, 28 miles, and former Danville and Pottsville RR which was partly graded from Mine Hill & Schuylkill Haven RR near Locust Gap to Mount Carbon.
Leased to Northern Central RR 2-27-1863. Corp. remained in existence until after Conrail took over remaining track (Sunbury to Shamoken) 4-1-1976. (See Phila. and Sunbury RR for branch lines.)

1	4-6-0	N.J. Loco	1856	48"	63,000#	ex P.&S.RR		NC #54
2	"	"	1857	"	"	"	David Longenecker	" 55
3	"	"	"	"	"	"	Judge Hegins	" 56
4	0-8-0	Winans	1858	42"	62,000#	new		" 57
5	4-6-0	Baldwin	1862	50	65,000#	new c.n. 1067		" 58

Sharpsville RR

When this railroad was abandoned in 1930, the Pennsylvania RR purchased 1.9 miles in Sharpsville, Mercer County and 2.8 miles from New Wilmington south to Wilmington Jct. in Lawrence Co. Aband. 3-5-1973

SHORT MTN. COAL CO. SEE P. 108

Sinnemahoning Portage RR

Inc. 2-3-1865 Emporium to New York state line, 44 miles. No track completed.
Suppl. 3-30-1866 may merge with Buffalo and Washington RR. Merged into B&W Aug. 1866.

Somerset & Bedford RR

Inc. 4-27-1891 Osterburg, Bedford Co. to Ashtola, Somerset Co., 15 miles
Consol. 6-1894 into Penna. Midland RR. No track laid. Intention: ?

South Chester RR

Inc. 1-22-1891 Howell St. Chester to Crescent Oil Works, 2.7 miles. Built 1893.
Lamokin Run Br. .5 miles built 1893; Linwood to Marcus Hook, .6 miles, built 1892. (Inc. - PW&B near Lamokin Sta to Del. River at Marcus Hook, 4 miles)
Operated by Pa. RR. Merged into Phila., Wilm. & Balt. 3-31-1906
Intention: Serve oil refineries being constructed.

Aband. 8-14-1972 .3 mile Lamoken Run Br. in Chester. (Connected Pa. RR main line to South Chester RR near Lamoken station.)

South Fork RR

Inc. 7-2-1890 by Penna. RR to reach coal mines.
Opened 8-15-1891 South Fork to mines at Dunlo and Llanfair, 8.1 miles (later called Llanfair Br. from Lovett to Llanfair Br., 5.2 miles. Aband. 7-8-1963.
Opened Beaver Branch from Lovett to Loydell, 4.8 miles in 1898 going to Beaverdyle and Allendale serving also saw mills. Aband. 5-25-1984. No locos.
Scalp Level RR merged into S.F.RR 1-1-1902. Merged into Penna. RR 4-1-1903.

South West Connecting Ry
Inc. 5-20-1897

Built Bessemer Branch of Penna. RR to Marguerite Coke Works, 1.8 miles. (South West Penna RR)
Operated by Pa. RR. Merged into Pa. RR 4-1-1908. Owned by U. S. Steel until merger.
Op. Disc. 1-15-1930; Aband. 12-16-1936

South West Pennsylvania RR

Inc. 3-16-1871 Greensburg to Uniontown. Organized by Pa. RR interests. No locomotives.
Opened 4-1-1873 37.3 miles Greensburg to Connellsville. Connellsville to Uniontown, 10
miles opened 1876. Extended to Fairchance, 8 miles 1878.

Leased upon completion to Penna RR. Intended to reach coke producing area of Connells-
ville and Uniontown.

This railroad was listed in Poors having many miles of unidentified branches. Branches
were built off of it presumably using the charter of the railroad but this is not
known for sure.

In 1883 S.W.P. RR listed as having 27 miles of branches and in 1889 45 miles, in 1894
65 miles of branches

Probably built Hempfield Br. from Huff and Wadebaugh on Pa. RR main line to ^{WARD} Younghiogheny
RR at Cowansburg in 1880s, about 9 miles. Coal mines. 3 miles to Cowansburg built ¹⁹⁰⁴
Also, Sewickley Br. from Youngwood to headwaters of Sewickley Creek to Runbaugh and Mam-
mouth and Klondike for coal, about 18 miles.

Also, Scottdale Br., Scottdale to Mt. Pleasant, 6 miles and Morewood 2 miles built in
1870s or early 1880s.

Also, east of Pradenville, Westmoreland Co. 3 miles to coal mines.

Built 1901 Shamrock Jct. to Shamrock Mines, 1.3 miles, Fayette Co. Leased to Monongahelia
RR prior to 1904 and ultimately sold to them.

Merged into Penna. RR 3-31-1906

Main line abandonments: Fairchance to Mt. Braddock, 14 miles, probably in 1976 when
Conrail took over. Mt. Braddock (Dunbar) to Connellsville, 4.2 miles 1-25-19
1982; Connellsville to Everson, 6 miles 1982/83.

South-west Branch, Greensburg to Fairchance, had following branches: (Mileage from
Greensburg shown on left.)

- Radebaugh Br.: Radebaugh on main line to Huff, 4.0 miles
- 5.8 Sewickley Br.: Youngwood to Trauger, 7.9 miles. Trauger to Boyer Run Br. ab.
12-4-1972, 5.9 miles; Ab 1.3 mi toward Youngwood 1-11-82; Ab. .6 mi at Young
2.9 Boyer Run Br., 2.5 miles south to Hecla. Ab. 2-23-1973 wood 2-18-
4.2 Brinker Run Br., 2.1 mi north to Mutual, Ab) before 1972 82.
- 5.2 Mammoth Br., 2.4 mi. Shoup east to Mammoth. Ab. 1.7 mi Mammoth to Cal-
7.4 Bessemer Br., 1.5 mi Humphrey. Ab. 4-6-1971. umet Jct.
Trauger to
Marguerite Br., 1.8 mi. from Humphrey Br. north to Klondike. Ab. 12-16-36.
Built 1892 serve Frick Coke Co. which closed 1924. Op. Disc. 1-15-1930.
- 9.3 Hunker Br. 1.2 mi at Hunker Sta. east. Ab. 2-18-1952
- 9.3 Yukon Br. 11.6 miles Hunker west to Cowansburg. Ab. Cowansburg to Hutchinson
Mine, 2.1 mi 8-3-1971. Ab. Hutchinson Mine, m.p. 9.3, to Waltz, m.p. 3.0 (6.3
miles) 6-19-1984
- 2.3 Whyel Br; .9 mi north. Part ab. 4-6-1971; rest 6-19-1984 At Watts Mill.
- 2.5 ? Br: Watts Mill south 1 1/2 miles (Watts Mill also called Yukon)
- 7. Hunter Run Br. near Bell Mills south to Wyano, 2.0 miles. Ab. 8-30-1971.
- 12.2 Tarr Br. .6 mile near Tarr Sta. east to Feree. Ab. 1-11-1982.
- 14.7 Stonerville Br. 1.5 mi Mayfield north to Donnelly at Alverton Coke Works. Ab.
before 1930.
- 16.7 Scottdale Br. 6.7 miles Scottdale to Mt. Pleasant with 3 branches to Overton,
Alice, and Morewood. However, line also was considered as having 5 branches
and instead of being 6.7 miles was listed as 1.9 miles: Scottdale to June
Bug Jct. Branch. Ab. 1-22-1982 except maybe some track at Scottdale.
- 1.0 Overton Br. 1.2 miles north to West Overton. Ab. by 1925.
- 2.1 June Bug Br. 1.2 miles from end Scottdale Br. to Morewood Br. Ab.
1.1 Schoonmaker Br. .5 mi Morewood to Alice Coke Works Ab.
1.1 Morewood Br. 1.8 miles end June Bug Br to Morewood Ab.
- 2.1 Texas Br. June Bug Br. Jct. to Mt. Pleasant & north, 5.0 miles. Ab. 1-22-
- 18.1 Everson & Broad Ford Br. 1.9 miles Everson west to P&LE, north of 1982.
Owensville. Aband. 1.2 miles 5-18-1973.
- Opossum Run Br: 5.9 miles New Haven (South side of Connellsville) to Monarch
Aband. 4-16-1963 2.5 miles; 5-8-1973 1.3 mi near m.p. 2.5 to m.p. 1.3; 1-11-
1982 .3 mi at Connellsville.
- ? Monarch south to Bute, 3 miles. Built after 1925? Aband. prior 1973
- Morrell Br. 1.2 mile near Watt Sta. (Dunbar) In 1925 only .3 mi remained.
- Mahoning Br: .9 mile Watt Sta. to Mahoning Works (Sitka). Built 1884, op. disc.
1921; aband. 8-18-1933
- 29.3 Dunbar Br. near Dunbar Sta. .4 mile. Aband. 10-28-1966.
- 37.7 Coal Lick Run Br.: Uniontown to Ache Jct., 8.0 miles. Aband. - ? date
Rainey Br. near Uniontown north to Revere Coke Works, 2.4 miles. 1.4 mi.
aband. 9-10-1936 and remaining mile 1-21-1964
Coal Lick Run Br. aband. 10-28-1966 m.p. 2.3 to end, 3.3 miles.
- 41.9 DuPont Powder Br. 1.0 miles - 1/2 mile south of Oliphant eastward. Built after
1910. Aband. ? after 1931.
- 43.1 Fairchance Br. 1.6 miles south of Oliphant on Middy Run to Kyle Coke Wo.
.7 mi aband. prior 1970; remaining .9 mi aband. 8-30-1971
1.0 Wynn Br. - .3 miles off Fairchance Br. to north to Wynn Coke Works,
Oliphant Br. off Fairchance Br. to Oliphant Coal & Coke colliery 1;

Southern Pennsylvania Iron & Railroad Co.

Inc. 4-30-1869 as reorg. of Caledonia Iron, Land & RR Co.
 Built South Penn Jct. (near Marion) to Mt. Pleasant mines at Richmond, 21.8 miles, 1871.
 Unknown when built into Mercersburg, 2 miles.
 Leased 3-1-1870 to Cumberland Valley RR which always operated it.
 Reorg., after foreclosure in 1872, as Southern Pennsylvania Ry. & Mining Co. Foreclosed
 Dec. 1872. Served iron mines and forges.

Aband: Jct. to Mercersburg to Richmond Furnace, 8 miles prior 1959. Marion to Mer-
 cersburg, 14 miles aband. 1981. SOLD TO STATE 1978 (SEE MERCERSBURG RR, FRANKLIN CO.)

Southern Pennsylvania Ry. & Mining Co.

Inc. 2-14-1873 as reorg. of Southern Penna. Iron & RR Co., South Penn Jct. to Richmond,
 21.8 miles. In 1894 acquired 51 mi. South Penna. RR grade but never used it.
 Leased to Cumberland Valley RR 1873 and leased to Penna. RR 6-21-1919. Merged into Pennel
 Co. 1-1-1954. No locomotives

Southwark RR

Inc. 4-2-1831 Delaware River in Southwark District of Philadelphia to Broad and Cedar Sts
 to connect with termination of Phila. City RR (horse car line) and also from Broad
 St. to Schuylkill River. (Cedar is now South St.)
 Suppl. 4-14-1835 may own steamboats to connect the railroad to the Camden and Amboy RR.
 Built 1835, using horses. May never have used steam locomotives.
 Ran from Broad St. down it to Washington Ave. and east along it to Delaware River, 1.7 mi.
 Leased to Phil., Wilm & Balt. prior to 1850 which gave the PWB access to water front.
 Suppl. 4-5-1849 to build a branch from Prune and Broad St. to League Island on Delaware
 River.
 Suppl. 4-9-1867 may renew their line on Swanson St. as far north as South St.
 Merged into Phil, Wilm & Balt. in 1877

Summit Branch RR (Summit Branch Coal Co's RR)

Inc. 3-20-1846 From Summit in Bear Valley near Dauphin and Schuylkill County line to Lyke
 ens Valley RR or Bear Mountain RR in Williams Valley.
 Built from Lykens Valley Coal Co. at Williamstown to Summit Tunnel, .8 miles. Owned by
 Susquehanna Coal Co. in later years. 3-1-1866 Millersburg & Rausch Gap RR merged in (P&A RR)
 Leased Lykens Valley RR 3-1-1866 until 1-20-1896 when it defaulted and Lykens Valley RR
 then leased to Northern Central RR
 By 1874 Pa. RR owned 50% of stock. Leased 7-1-1880 to Northern Central RR. Purchased by
 Penna. RR 7-13-1897 (about 1 mile of track). Leased to Penna RR about 1916
 Suppl. 3-30-1853 may extend 20 miles to connect with any railroad (not done).
 Suppl. 3-1-1866 absorbs Millersburg & Rausch Gap RR and may lease Lykens Valley RR
 from Wiconisco to Millersburg. Canal if
 Suppl. 2-12-1850 may built a railroad to Wiconisco, Lykens Valley RR in Dauphin and Schuy-
 kill Counties does not give adequate service.
 Merged into Lykens Valley RR 6-6-1917 by sale from Susquehanna Coal Co.
 (This railroad which served coal mines, appears to have had its stock owned by Northern

Central RR and Penna. RR and then had the stock transferred to the Susquehanna Coal Co.
 The railroad, although only one mile long operated the Lykens Valley RR for many years.
 Why S.B. RR leased the much longer L.V. RR is unknown and not vice versa.

Locomotives Besides standard gauge locos, the company also owned
 narrow gauge mining engines. The 1880 lease book describes motive power and none
 of it subsequently shows on Northern Central's roster. Several N.C. engines are
 shown in N.C. roster as going to Summit Branch RR after the leasing with new num-
 bers assigned on the S.B. although what they were are unknown. Later they were re-
 assigned to the N.C. and renumbered into the NC numbering system.

1	4-6-0	Baldwin	2369	1871	new.	Disposed	1881
2	"	"	2393	"	"	"	"
3	"	"	3320	1873	"	"	"
4	"	McKay & Aldus	1866	"	"	"	"
5	"	"	1867	"	"	Sold	1880
5	4-4-0	Baldwin	3269	1873	ex Pa. RR 1136, 1041, 2041,	acquired	1880
6	4-4-0	Norris	1856	new	Disposed	1881/80	
6	"	Renovo	15	1873	ex Pa. #1040, 2040		
7	0-4-0	Norris	1848	new	39" 11x22 18 tons.	Disposed	1880/81?
8	"	"	1849	"	"	"	In 1880 owned by Lykens Valley

Coal Co. to switch Short Mountain Colliery. #7 did the same thing at another
 colliery.

? 4-4-0 Altoona 321 1876 ex Northern Central #98; acq. 1881?. Later N.C. #31
 ? 2-8-0 " 450 1880 " " #2; " " " " #160
 ? " " 753 1883 " " #67, " ? " " #161

N.C. #32, Winans, 1856, 0-8-0, was in use on S.B. RR in 1869 (probably rental)
 Engines 1,2,3 are the second with those numbers, probably.

"Wm. B. FOWLE" 0-4-0 BALD 1871 2457

Sunbury & Erie RR

Inc. 4-3-1837 Sunbury to Erie and branches to Warren, Franklin, Mercer and New Castle to
 Beaver to connect with Beaver and Conneaut RR.
 Opened Sunbury to Williamsport, 40 miles, Sept. 1855; Williamsport to Whethan, 41 miles
 1859, and Erie to Warren, 66 miles, 1859.
 Name changed 3-7-1861 to Philadelphia and Erie RR.
 Had locomotives. Independent of Penna. RR influence.

Sunbury and Erie RR cont.

Branches: Tangascootac Br: Queen's Run (west of Lock Haven at bridge over Susquehanna to North Fork Jct. of Scootac RR, 6.1 miles. Built in 1860s probably, torn out except short stretch at Queens Run in late 1870s/80s, relaid c. 1902, and aband. c. 1932. Served coal mines originally; later clay deposits.

Williamsport and Linden Br.: on south side of river Allens to Nisbet, 7.6 miles. Originally served saw mills and later used as bypass of Williamsport for trains not needing to stop at Williamsport. Built in 1860s/70s.

Newberry Br: .9 miles. The west leg of the big wye for the Williamsport & Elmira's line going north. Aband. 1984, torn up 1986.

Lumber Branch, 2.1 miles parallel to main line in Williamsport and connecting at both ends to it at Hepburn St. and near Lycoming Creek east of Newberry. From 3rd street north on Hepburn aband prior 1925.

Upper Canal Br: 1.3 miles. East of Lycoming Creek, down to river, over creek and west into Newberry. Served saw mills and later Sweet Steel Co. Aband. 6-25-1971

Canal Br: Near Loyalsock Creek, Montoursville west to main line near where it crossed E.3rd St.; also from close to otherside of main line at E3rd (may at one time been continuous with Loyalsock leg) to Lumber Br. at Hepburn St. and also continuing west to about Maynard St. (this part of branch built after 1900 to serve industries). Served saw mills initially. Loyalsock leg last used c. 1980 serving gasolene bulk station. Aband. Hepburn St. east to E3rd St. about 1970, after years of no use. *Called Middle Canal Br. LARGELY ABAND. (.8 mi) 12-15-67. ^{1.3 mi.}

Main line abandonments: At Williamsport from Allens crossing the river to north side of 3rd St., .8 mile, 9-21-1961. From north side at E3rd St. to Newberry, 2.3 miles 7-19-1984, torn up early 1987.

Warren to Erie. 62.6 miles auth. aband. 3-3-1982 Subsequently sold to Allegheny RR; Johnsonburg to near Kane, 58 miles, aband. 1976 when Conrail took over.

Later sold to Johnsonburg, Kane, Warren & Irvine RR. Emporium to Johnsoburg and St. Marys sold to Allegheny RR.

Aband. 1.1 mile in Erie 7-3-1984 and 5-25-1984 Nosco spur line to Penn Iron Co, Erie Locomotives: Although opened in 1855 earliest locomotive records are 1858 purchases. Leased 1861 to Phila. & Erie RR, but 4 engines sold to Northern Central RR.

Governor Block	4-4-0 Lancaster	1858	60"	58,000#	new.	Sold North	Cent. #35
Green Ridge	" Swinburne	"	"	"	"	"	36
Carbon Run	" "	"	"	"	"	"	37
Erie	" Bald. #864	1859	54"	50,000#	"	P&E??	38
Warren	" " 881	"	"	"	"	"	"
7	Norris	1860	"	"	"	"	"
8	"	"	"	"	"	"	"

Sunbury & Lewistown RR, Ry

Inc. 2-17-1870 as renaming of Middle Creek RR.

Built Lewistown to Selinsgrove, 43.5 miles, opened 12-1-1871. Leased to Pa. 1871.

No locomotives.

Foreclosed 5-5-1874 and reincorporated 1874 by Penna. RR interests who leased it immediately.

Mifflin and Centre County RR merged in, 10-1-1896

Merged into Schuylkill & Juniata RR 6-1-1900.

Aband. 12-13-1957 11 miles MAIRLAND to McClure; 10-24-1963 6.2 miles McClure to Beaver Springs; 11-11-1965 7.0 miles Beaver Springs to Paxtonville. Had served agricultural area. Aband. Paxtonville to Kreamer, 6 miles 1976 or earlier.

At Kreamer are several large feed mill/fertilizer plants.

Sunbury, Hazleton & Wilkes Barre RR

Inc. 5-1-1878 as reorg. of Danville, Hazleton & Wilkes Barre RR.

Leased to Penna. RR 5-1-1878. Sunbury to Catawissa to Tomhickon, 47 miles, built 1871.

Merged into Schuylkill & Juniata RR 6-1-1900. No locomotives.

Susquehanna RR

Inc. 4-14-1851 from New York and Cumberland RR or Penna RR on Susquehanna River either side or on Juniata River to Halifax, Millersburg, and Sunbury and to extend to William.

Suppl. York and Maryland RR, York and Cumberland RR, and Wrightsville, York and Gettysburg RR can buy stock in this company.

Suppl. 5-3-1854 merged with York and Maryland RR, York and Cumberland RR to form Northern Central RR.

Laid no track

Susquehanna & Clearfield RR

Inc. 12-8-1879 Keating to Karthaus, 22.8 miles, Three Run Br. 2.1 miles (aband. by 1910) Operated by Penna. RR from 7-23-1884 until Beech Creek Extension RR built to Karthaus in 1902-03.

Sold to New York Central 3-26-1901 and reorg. as Beach Creek Extension RR.

Built to Karthaus coal fields in 1885. No locomotives

Susquehanna, Bloomsburg & Berwick RR

Inc. 7-31-1902 as reorg of Central Penna. & Western RR, Watsontown to Orangeville.

Built Eyres Grove to Berwick, 1903, 19 miles

Aband. Millville Jct. to Orangeville 10-1-1903, 9 miles.

Leased to Pa. RR in 1911 when stock sold to Pa. Merged into Pa. RR 4-14-1918.

Aband. Eyres Grove to Berwick about 1976, Strawberry Ridge to Millville about 1982.

Extended to Berwick to serve American Car & Foundry Co.'s freight car plant which became a few years later the largest in the United States making 100 cars a day.

Aband. 12-1-1984 Berwick to Derry, 24.3 miles; 4-18-1984 .2 mile in Derry Twnp;
3-16 1984 .4 miles in Berwick La Street to Vine St. (maybe DL&W spur to ACF).

Locomotives: Engines were numbered and lettered SB&B until 1918u See Wilkes Barre & Western RR roster.

TRACK TAKEN UP 2 MILES TO MILLVILLE 2 1980; DERRY - BERWICK IN 1982?

Susquehanna Coal Co.

This was not a railroad. It was incorporated 1869 and soon after was purchasing mine locomotives. It acquired various coal companies in the Dauphin and Schuylkill County areas including the Summit Branch Coal Co. Besides mine engines it had at least road engines

as name change of Pittston RR & Conch. Feb 24,

15 4-4-0 Altoona 1888 1286 cl. D7a ex Pa. #1209, acquired 1902. This engine was photographed at Millersburg, Dauphin County, about 1915 abandoned. Probably used on Lykens Valley RR.

"NYDIA" INSPECTION. Loco. BALDWIN 1889 9994 to
? 2-8-0 ALTOONA 1889 1395 H3 RR #1773, Acq 12-1911
? " " 1887 1116 H3 " 1763 " " "

Tipton RR

Inc. 9-5-1885

Opened 5-1-1886 Tipton to Tipton Run Coal Co's mine, 4.4 miles.

Operated by Penna. RR

Operation discontinued 11-24-1926 and abandoned when mine closed. Not merged into Pa. RR

Owned by the coal company.

Titusville & Oil City RR

Inc. 12-20-1878 as reorg. of Titusville & Petroleum Center RR. (Titusville to Pioneer, 8.9 mi.)
Merged with several other railroads Jan. 1881 as the Buffalo, Pittsburgh & Western RR.

Titusville & Petroleum Center RR

Inc. 9-30-1870 Titusville to Petroleum Center, Vengango Co., 10 miles.

Reorg. 12-20-1878 as Titusville & Oil City RR

Built Titusville to Pioneer, 8.9 miles.

Probably connected with Farmers RR which built up to Petroleum Centre, 1 1/2 miles away.

Abandoned prior to 1945.

Had locomotive probably.

Titusville & Union RR

Inc. 3-22-1865 Oil Creek RR near Centreville to Union Mills, Erie Co. on Phila. & Erie RR. If Oil Creek RR doesn't put a third rail down, then T&U can continue into Titusville.

Opened 1866 Union City to Titusville, 25 miles, 6' and 4' 8 1/2" gauge (to serve both Erie RR and Penna./N.Y.C. interests)

No locomotives apparently. Operated by Oil Creek RR (?) Called Lakeville Branch by Penna. RR in 1900s.

Merged into Oil Creek & Allegheny River RR Dec. 1871.

Aband. 1880-1895 Union City to Lakeside, 6 miles; unknown date Lakeside to Lincolnville; 10-20-1926 Lincolnville to Tryonville, 7 miles; Connection made with Oil Cr. RR at Tryonville about 1893 and line south to Titusville aband. Electric Ry later used abandoned road Titusville to Clappville.

Trenton Cut-Off RR

Inc. 12-3-1889 Intended to eliminate need of freights from the west going through Philadelphia and reduce grades coming west out of Philadelphia.

Built by Penna. RR Morrisville to Bucks County line, 15 miles, double track 1890-91. Merged into Penna. RR 4-1-1902.

from Bucks County line to Glen Lock, 29 miles, call Trenton Branch it was constructed under Penna. RR charter. County line to Earnst (near Norristown) 16 1/2 miles opened 6-22-91. From Earnst to Glen Lock, 13 miles opened 1-11-1892

Turbottville & Williamsport RR

Inc. 11-18-1892 Turbottville to Williamsport, 20 miles.

Merged 3-1-1893 into Central Penna. & Western RR. Not built.

Turtle Creek Valley RR

Inc. 5-7-1886 Braddock to Saltsburg. Subsequently built by Pennsylvania RR.

Opened 9-28-1891 Trafford to Eastport (Murraysville); built 1892 Eastport to Export, 4.6 miles. Total 10 miles.

Lyons Run Br. Saunders to Elkins, 3.9 miles built 1902 on Byers Run. Ab. 12-7-1949.

Essler Br. Built off Lyons Run Br. near Saunders north to Irwin Gas Coal Co. mine, 2.7 miles. Aband. 7-23-1941. op. disc. in 1933. Built 1917 for coal.

Turtle Creek Valley RR cont.

Built Export to Saltsburg, 12 miles, 1918. Ab. Saltsburg to Atlas, 3.9 miles 12-7-1972; Atlas to Delmont 6.6 mi 1-13-1961; Delmont to White Valley, 2.3 mi., torn up after 1961; White Valley to Export, 1.3 mi, removed prior 1968.
Turtle Creek Br. built 1891 Brinton to near Wilmerding, 2 miles.
Merged into Pa. RR 4-1-1903.
Sold Trafford (Stewart) to Export, 10 miles, in 1982 to Turtle Creek Industrial RR.

Tyrone & Clearfield RR

Inc. 3-23-1854 Tyrone to Emeigh's Gap to Sunbury & Erie RR. 3.5 miles.
Built Tyrone to Powelton, 16.9 miles 1862; extended to Philipsburg 1863; Moshannon Br. from Osceola Jct. to Moshannon built 1865. Leased to Pa. RR 1862
Foreclosed 1865 and reorg. 9-28-1866 as T. & C. Ry. At foreclosure Penna. RR bought from Tyrone to Vail, and remainder became T&CRY. Intended for coal mines.

Tyrone & Clearfield Ry.

Inc. 9-28-1866 as reorg of T&CRR, Vail to Philipsburg and Osceola Jct. to Moshannon, (Ramey)

Built Philipsburg to Clearfield 1869, 17 miles; Clearfield to Curwensville 1872, 7 mi., Curwensville to Grampian 1891-92.

Leased to Pa. RR 1867/68. No locomotives.

Suppl. 3-8-1871 may sell to Penna. RR.

Branches 1871 were Moshannon 3 mi, Philipsburg 2.5 mi, Madera 1.5 mi. In 1883 had 20 miles branches; in 1896 had 83 miles of branches to coal mines. In 1880s built branches to Ramey, McCartney, Ginter, Irvona, Blue Ball, etc.

Moshannon & Clearfield RR merged into T&C 4-14-1884.

Merged 6-25-1903 into Cambria & Clearfield RR.

Sold: Tyrone to Vail, 4 miles, in 1984 to Nittany & Bald Eagle RR.

Aband: Vail to Osceola Mills (Jct.), 16.1 miles, 8-30-1971; Woodland to Field (near Clearfield) 5.7 miles, 8-30-1971. This line called Clearfield Br.

Branches and abandonments of coal lines off the T&C RR: (mileage at left is distance from jct. at Tyrone or off connecting branch.)

19.1 Osceola Br.: Osceola Mills to end, .8 mile

19.2 Moshannon Br.: Osceola Mills to McCartney, 22.4 miles.

.2 Trout Run Br. Osceola Mills south on Trout Run, 2.2 mi. Ab. 8-30-1971.

1.5 Big Run Br. near Osceola Mills north on Big Run, 2.3 mi. Also .6 mile spur. Far end 1.1 mi. aband. 1-3-1973.

2. Moshannon & Clearfield Branch - See Moshannon & Clearfield RR.

2.1 Coal Run Br. Coal Run Jct. northwest 7.9 miles. to Burley. (4 miles long in 1896) 8.9 miles including spurs listed below aband 12-14-1971. Rest

3.7 spur running north. Ab. 2-7-1972 1½ miles aband. earlier.

5.9 spur running north 1½ miles 3.6 miles of these

.1 spur running in a big U, 2.0 miles branches aband. 12-3-1943

2.7 Morgan Run Br. 4.0 miles running west

4.6 Goss Run Br. #1 1.9 mile Moshannon west up Goss Run

.8 Goss Run Br. #2, 1.6 miles thru Brisbin. Later only .3 mi.

1.2 Goss Run Br. #3, 1.2 miles from Brisbin n.w.

5.9 Houtzdale Br. .6 miles at Houtzdale.

7.3 Amesville Br. #1, West Moshannon n.w. 2.4 mi. 3.0 mi. ab. 8-30-1971.

1.8 Amesville Br. #2, 2.4 miles " " & rest earlier.*

2.1 Amesville Br. #3, 2.1 miles. .9 mi ab. 1-1-1943. Rest earlier.

* .6 mi ab. 1-1-1943

Aband. 10-22-1943 from south of Houtzdale to Claridge, 2.0 miles. Location of Claridge is unknown.

7.6 Kendrick Br. .7 mi southeast

9.2 Madera Br. 8.5 miles from Beulah to Belsina Mills. (This is actually the Moshannon Br - part of its 22.4 mile length. At one time it was considered separate and carried this name. Aband. Belsina Mills back to Madera, 3.5 miles, 11-8-1972. Ab. Madera to Smoke Run 1977

- Beulah Branch 2.1 mi. Beulah north to Janling Run. Also called Vulcan Br

2.0 Little Muddy Run Br. 3.1 mi. Smoke Run to Almaden. Ab. 8-23-1965.

1.9 Janesville Br. 2.6 miles running s.w. off Little Muddy Run south past Janesville. Ab. prior 1965.

2.3 Muddy Run Br. 3.4 miles from Smoke Run down Muddy Run past Beccaria. (part of this branch still in in 1987.)

2.4 Smoke Run Br. 1.0 mile Smoke Run s.w. Ab. .4 mi 8-30-1971; rest gone

3.8 Banion Br. 2.6 miles on Banion Run to Wentland. part ab. 1-20-72, earlier.

4.8 Madera spur .5 mile.

5.6 Benjamin #10 Mine Br., 1.4 mile running north. Ab. 1-11-1982

8.1 Pine Run Extension 4.9 miles Belsina Mills to McCARTNEY (Like the Madera Br., this is part of the Moshannon Br.'s line to McCartney.). 1.0 mi ab. at McCartney 1-20-1940. All ab. 11-8-1972 back to Belsina.

4.6 Erhard Br. 1.0 mi (almost at McCartney) Probably track ab. 1-20-1940

20.8 Mapleton Br. #1 3.2 miles on Shimel Run from Boynton. 2.8 mi. ab. 8-30-1971; .5 mi ab. 2-24-1982.

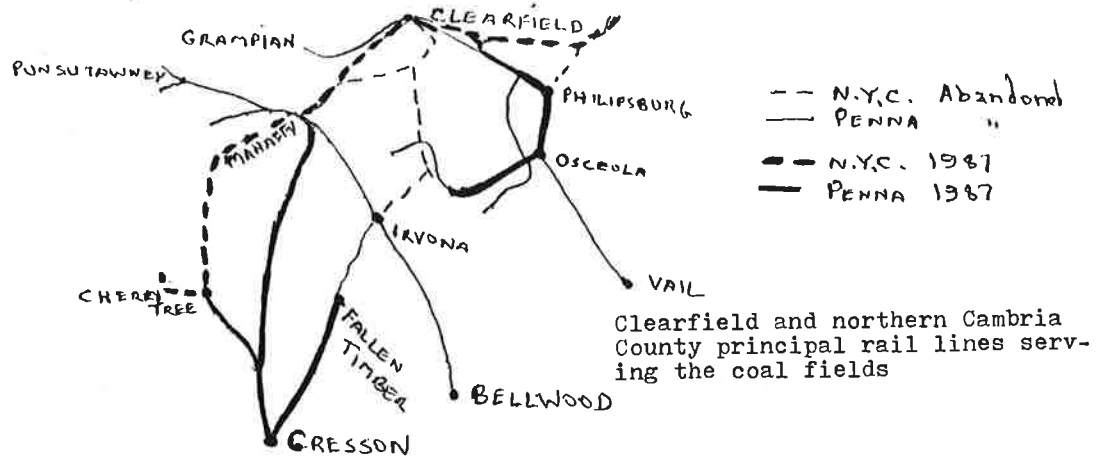
.3 Mapleton Br. #2. 2.2 miles to Victor.

.4 Mapleton Br. #3. .9 mile to Columbia Coaliery #5

Tyrone & Clearfield RR cont.

- 23.2 Philipsburg Br. 3.5 miles Philipsburg to Morrisdale. Morrisdale to Loch Lomand Jct. 1.5 miles ab. 1943; Loch Lomand Jct. to Philipsburg ab. 1-3-1973, 2.
- 24.1 Derby Br. 1.4 mi. north of Philipsburg. Op. disc. 1934; ab. 3-20-1939. miles
- 25.3 Graham Br. 1.2 mi. running n.w. #2
- 25.3 Graham Br. 1.6 mi on Albert Run running west with .5 mile spur on Laurel Run. Aband. .5 mi #1 branch and .2 mi #2 br. 1-10-1972. Rest of branches gone
- 27.1 Blue Bell Br. (West Decatur) 4.0 miles. Blue Bell west to Burley where it connected with Big Run Br. coming up from Coal Run Jct. Aband.
- 38.8 Liverright Br. 1.0 at Leonard running south. Ab. .4 mi 3-20-1939 op. disc. 1934 and remainder 1-1-1943
- 52.5 Pennville Br. 1.6 mi Grampian to coal mine. Built by coal company 1892 and acquired by Pa. RR in 1913. Ab. 4-2-1941. Ran north.

Note: Almost all the coal mine branches on the Tyrone & Clearfield RR have been abandoned by 1987. Those having abandonment dates are from I.C.C. authorization. No ICC record of others



Tyrone & Lock Haven RR

Inc. 2-21-1857 Tyrone, Blair Co. to Lock Haven, Clinton Co.
 Suppl. 5-4-1857 may extend to Allegheny Portage RR at Hollidaysburg and to Williamsport to connect with Sunbury & Erie RR.
 Suppl. 3-25-1861 renamed Bald Eagle Valley RR after foreclosure 1-29-1861.
 Built 4.2 miles Bellefonte to Bellefonte & Snow Shoe RR.
 No locomotives (?) Probably operated by Bellefonte & Snow Shoe RR
 Aband: 2-25-1982 Milesburg to Jct. with former Snow Shoe Br, 2.0 miles
 6-2-1983 Milesburg to Bellefonte, 2 miles. Both these authorizations not done and track turned over in 1984 to Nittany and Bald Eagle RR.

Warren & Franklin RR, Ry.

Inc. 5-23-1864 as renaming of Warren & Tidoute RR; Oil City to Irvineton, 51 miles built in 1865 and 1866.
 Operated the Farmers RR. Had locomotives. Served oil fields
 Suppl. 4-10-1867 may construct branches.
 Merged Jan. 1868 with Farmers RR to form W&F Ry.
 Merged Feb. 1868 with Oil Creek RR to form Oil Creek & Allegheny River RR, or 4-3-1868.
 Aband. 8-22-1968 14.8 miles Irvineton to Tidoute; 1971 aband. Tidoute to Oil City but track not removed and reinstated 9-5-1975. Not taken over by Conrail 4-1-1976 and left for abandonment.
 Locomotives: Not known if had Nos. 1-4. May have been numbers of an adjacent road.

5	4-4-0	Baldwin	1866	1514	60"	drs.	21½	tons.	Became OC&AR # ?
6	"	"	"	1516	"	"	"	"	"
7	"	"	"	1528	"	"	20½	"	"
8	"	"	"	1556	"	"	"	"	"

Warren & Tidoute RR

Inc. 4-17-1861 to build in Glade, Pine Grove or Elk Twnps, Warren Co.
 Reinc. 3-19-1864 when time expired.
 Suppl. 3-31-1864 may change its name, not specified.
 Suppl. 4-14-1863 may extend to Phila. & Erie RR at Ridgway.
 Reorg. 5-23-1864 as Warren & Franklin RR. No track laid.

Washington & Maryland Line RR

Inc. 4-12-1856 Washington Boro, Lancaster Co, to Maryland line along east bank of Susquehanna River. If Columbia & Octarsrs RR doesn't build from Columbia to Washington within 3 years, W&ML may.
 Suppl. 4-1-1863 renamed Columbia & Maryland Line RR.

Waynesburg & Washington RR

Inc. 5-18-1875

Opened late 1877 Waynesburg to Washington, 27 miles, 3 ft. gauge.

Most stock owned by Chartiers RR. In 1885 Penna. RR purchased Chartiers RR and so got control of the W&W.

Converted to standard gauge in 1943+44

Operations discontinued 7-9-1933 but track left in because of coal mines.

Track to Conrail 4-1-1976. Corp. dissolved later

Intended to serve Washington.

1	2-4-0	Porter	1877	272	"Gen. Greene"	Sold 1896 to N.Y. Equip.Co.
1	2-6-0	Pittsburg	1902	25583	"	Became Pa. RR #9681
2	4-4-0	National	1877		"Ten Mile"	Returned to builder after 4 days. Resold to RR in Chicago
19	0-4-4	Porter	1881	405	"Gen. Wayne"	Sold 1901 Hicks Car & Loco.
2	2-6-0	Pittsburg	1900	2143	"	Became Pa. RR #9682
4	4-4-0	National	1877		"Gen. Washington"	Sold 1900 Hicks Car & Loco.
3	2-6-0	Pittsburg	1901	2333	"	Became Pa. RR #9683
4	"	"	1889	1042	"	Sc. by 1916
4	"	Cooke	1916	55847	"	Became Pa. RR #9684 Preserved.
5	"	Pittsburg	1896	1609	"	" 9685 Sc. 1929
6	"	"	1903	27373	"	" 9686 Sc. 1929
7	"	"	1920	61571	"	" 9687 Sc. after 1933

West Chester RR

Inc. 2-18-1831 West Chester to connection with Penna RR (Phila & Col. RR) Public highway. maximum freight toll 8¢/ton mile; pass. tol 4¢/mile. (These rates were four times higher than any previously specified rates of previously incorporated rrs.)

Suppl. 4-8-1833 connection with Phila. & Col. to be east of Eastern Br. of Brandywine Creek.

Connected with Phila. & Columbia at Frazier, 7 miles.

Built and used horses until 1840. No locomotive records.

Leased to Penna. RR 1858 and then operated by West Chester & Phila. RR in 1864.

Merged into Pa. RR 4-1-1903.

Suppl. 3-17-1864 may connect with West Chester & Phila. RR

Built from Penna. RR (P&C) to West Chester, 9 miles, Opened 9-13-1832

Aband: 4-28-1969 Frazier to Fern Hill, 5.2 miles; aband. prior 1978 Fern Hill to West Chester, 1.4 miles. Built 1.2 mi. branch aband. by 1859

West Chester & Philadelphia RR

Inc. 4-11-1848 West Chester to Philadelphia.

Opened Philadelphia to Media 11-54 and to West Chester 26.4 miles in 1858.

Suppl. 3-11-1857 railroad may be sold and named changed to West Chester Director RR (not done.)

Suppl. 3-17-1864 may extend and connect with West Chester RR

Took over operation of West Chester RR in 1864/65

Suppl. 5-13-1857 owners of wharves on Schuylkill River below Market St. may build along Oak St and Bridgwater St. to W.C.&P. RR

Stock acquired by Pa. RR 1880. Previously independent.

Merged into Phila. & Balt. Central RR 10-31-1881.

Entire line sold to SEPTA from Wycombe to West Chester 3-15-1983 with Conrail having trackage rights. Aband. by Conrail 7-13-1984 West Chester to Morton, 17.1 mi.

Renumbered into 100 series in 1880.

1	4-4-0?	Norris prior 1958	"Westchester"		
1	"	Baldwin 1872	2809	Ren. 101	
2	"	Norris prior 1858	"Rockdale"		
2	"	Baldwin 1876	3877	Ren. 102	
3	"	"	1858	822	
4	"	"	"	826	
5	4-4-0T	"	1861	999	
5	4-4-0	"	1880	4933	Ren. 105
6	"	"	1864	1221	
7	4-2-0T	"	"	1280	
8	4-4-0	"	1865	1362	
9	"	"	1867	1625	
10	0-4-0	"	"	1672	Ren. 110
11	4-6-0	"	1870	2067	Ren. 111
12	4-4-0	"	"	2089	Ren. 112
101	ex #1.				Became P&BC #223
102	" #2				" 212
103	4-4-0	"	1876	3887	ex P.W.&B. #80., acq. 18 . Became P&BC #213
104	"	"	1881	5454	new " 214
105	ex #5				" 215
106	4-4-0	"	1881	5574	new " 216
107	"	"	1876	3886	ex P.W.&N. #79, 1880 " 217
108	"	"	1881	5466	new " 218
109	"	"	1881	5469	new " 219
110	ex #10				" 220
111	ex #11				" 221
112	ex #12				" 222

Western New York and Pennsylvania Ry., RR, Ry.
 Inc. 9-87 as reorg. of Buffalo, New York & Philadelphia RR after foreclosure.
 WNY&P Ry (Pa.) merged 11-28-1887 with WNY&P (NY) to form WNY&P RR.
 Foreclosed 2-5-1895 and reorg as North Western Penna. RR. Name changed 3-18-1895
 to WNY&PRY.
 WNY&P operated Buffalo-Oil City, Buffalo-Emporium, Rochester to Hinsdale, NY, Olean
 to Oil City, Stoneboro to Redmond and New Castle.
 97% of stock purchased by Penna RR in 1897 (previously independent) and leased to
 Penna. RR 8-1-1900 to operate.
 Railroads leased to WNY&PRY, Olean, Bradford & Warren Ry, 2.3 mi; Bradford Ry, 2.5
 mi; Kinzua Ry 14 mi; McKean & Buffalo RR, 22.3 mi; Kinzua Valley RR 10 mi. All
 leased 6-30-1911 and merged into WNY&PRY 4-11-1916.
 Merged 1-1-1955 into Pennel Co.
 To reach ~~Buffalo~~ ^{BRADFORD} the railroad used B.R.&P. RR from Riverside Jct.

North Western Pennsylvania RR

Inc. 2-25-1895 as part of legal maneuver on WNY&PRR foreclosue. Name changed
 3-18-1895 to WNY&PRY.

Locomotives: Took over BNY&P locomotives in 1887 and renumbered in 1890 along
 with renumbering WNY&P engines bought 1887-1890.

Pa. #. 1903

8	4-4-0	Baldwin	1889	9783	Ren. #79 in 1890		6201
11	4-4-0	Buffalo Shop	1891	62"	Drs. 17x24	Rbt. from ?	6222
21	"	Rome	1887	63"	"	16x24	6221
27	"	Buffalo Shop	1894	66"	"	18x24	6227
27	ex BNY&P		35				
28			36				
29			37				
30			38				
32	4-4-0	Rome	1888	62"	Drs	16x24	Rbt. from ?
33	"	"	"	"	"	"	"
34	"	Olean Shop	"	"	"	"	"
35	"	Rome	1889	"	"	"	"
36	"	Buffalo Shop	"	"	"	"	"
37	"	"	"	"	"	"	"
38	"	Rome	"	63"	"	"	"
39	"	Olean shop	1895	62"	"	"	"
43	to Pa.		70				
44			71				
63-64	0-6-0	Brooks	1900	3504-05			6231
65-66	"	"	1899	3354-55			6213-14
67	2-6-0	"	1875	229		ex McKean & Buffalo #3	6215-16
68	ex BNY&P		13				
69			16				
70			17				
71			18				
72			66.			Rbt. to 2-6-0. Sold to Sabine Tram Co.	6243
73			67				6273
74			68				6274
75			69				
76			50				6276
77			100				
78			103				
79	see #8 above.						
80	ex BNY&P		76				
81-82	0-6-0	Baldwin	1890	10569-70		Sold Kansas C., Mex. & Or. #16	6202
83-84	"	"	"	10595,6			6203-04
85-86	"	"	1891	11908,8			6205-06
87	"	"	"	12027			6207-08
88	"	"	1893	13487			6209
89-90	"	"	"	13492-3			6210
91-93	ex BNY&P		#56,57,58			ren. 1890	6211-12
94	"		#59				6275
95-98	"		#28-31				
99	"		#33				
100	"		#34				
101-103	"		#60-62				
104	"		#63			Sold to Danville & Western RR #16	
105	"		#64			" " Dents Run RR	
106	"		#65			" " " Danville & Western RR #17	
107	"		#85			" " " " " #18	
108	"		#89			" " " Sabine Tram #3	6245
109	"		#72			" " " Transylvania RR #6	6246
110	"		#75			" " " Chattahoochee Southern #3	6247
111	"		#77			" " " Valley RR. (Penna.) 6.1906	6248
112	"		#79			" " " Hodges & Simms (Ala)	6249
113	"		#86			" " " Doniphan, Kensett & Sou. #2	6250
114	"		87			" " " "	6251
115	"		92			" " " "	6252
116	"		106			" " " "	6253
117	"		95			" " " "	
118	ex #107						6254
119			108				6255
120			109			Tampa & Jacksonville RR #5x	6256
121			115			" " Tennessee RR	6257
122			116			" " " "	6258
123			117			" " " "	6259
124			118			" " " "	6260

Western New York & Penna. RR cont.

RR No.	Description	Year	Notes	Pa. #
125	ex 119	Ren 1890		6261 in 1903
126	120	"		6262
127	121	"	" Rushton Northern #2, 1907	6263
128	122	"		6264
129-130	123-124	C.N.		6265-66
107-109	4-6-0 Rome	1888	325-327 Ren. 118-120, 1890	
110-111	2-8-0 Baldwin	1889	9739-40 " 158-159 "	
112-114	" Rome	"	447-449 " 160-162 "	
115-124	4-6-0 Baldwin	"	10098,99,101,107,170,172,428,425,429,430 Reb. 121-130	
131	4-6-0 Baldwin	1893	13527	6267
132	"	"	13563	6268
133	"	1899	17256	6269
134	"	"	17257	6270
135	"	1900	17288	6271
136	"	"	17289	6272
141	ex BNY&P #55, Rm.	1890	"	6242
142	"	78	"	
143	"	81	"	" Brunswick & Birmingham #99
150	"	12	"	" Hebard Cypress Co. #7, 1903
151	"	1	"	
152	"	32	"	" South & Western RR #35
153	"	39	"	" Danville & Western #19
154	"	40	"	6279
155	"	41	"	6280
156	"	42	"	6281
157	"	49	"	6282
158	#110	"	"	6283
159	111	"	"	6284
160	112	"	"	6285
161	113	"	"	6286
162	114	"	"	6287
163	2-8-0 Baldwin	1890	10567	6288
164	"	"	10575	6289
165	"	"	10568	6290
166	"	"	10597	6291
167	2-8-0 Baldwin	1890	10608	6292
168	"	"	10610	Sold to Hoosac Tunnel & Wilmington #15
169	"	1891	11990	6293
170	"	"	11992	6294
171	"	"	11993	6295
172	"	"	11997	" Cedar Creek Mill. Co., 1911
173	"	"	11999	6296
174	"	"	12008	6297
175	"	"	12031	6298
176	"	1899	17119	" Gulf & Sabine River #110
177	"	"	17120	6299
178	"	"	17121	6300
179	"	"	17122	" Atlantic & Eastern
180	" Brooks	1900	3507	" Tennessee Central #30
181	"	"	3508	" " " 32, 1910
182	"	"	3509	" " " 31
183	"	"	3510	" La. Ry. & Nav. Co.
184	"	"	3511	" Lorain, Ashland & Sou. #12
185	"	"	3512	6300
186	"	"	3513	6301
	#201-209 were narrow gauge formerly			6302
201	2-6-0 ex O.B.&W #8,			6303
202	" " " 9			6304
203	" " " 12			6305
204	4-4-0 " " 7			6306
205	" Bradford Ry #15			6307
206	" Kinzua Ry #16			6308
207	" " #17			6309
208	" Bradford Ry. #14			6310
209	2-4-0T Kendall & Eldred #5			6311
				6312

Western Pennsylvania RR

Inc. 3-22-1860 as renaming of partle graded North Western RR (Tyrone to Johnstown)
 Built July 1865, 42 miles, Blairsville to Freeport; 1866 Freeport (west side of river) to Pittsburgh, 21 miles on old canal bed bought by Penna. RR
 Penna. RR had bought the bonds in 1861. Leased by Pa. RR 8-1-1865
 Built Butler Br. from Freeport 2-10-1870.
 " Blairsville east to Boliver, 12 mi., 1883 and same year Compitt Jct. near New Florence east to Johnstown on north side of river. Connected with Cambria Steel Co's railroad.
 Suppl. 3-25-1871 may sell out to Penna RR.
 Suppl. 1871? may build Butler to New Castle via Connoquenessing Cr; Pine Cr. Co's railroad.
 Intention: All downgrade route from coal fields to Pittsburgh. to Pittsburgh.
 Blairsville to Indiana, 18.9 mi., built by Penna RR and turned over to W.P. RR about
 Built 1894 Winfield Jct. to West Winfield, 9 miles. (Op. by Winfield RR) 1875.
 Merged into Penna. RR 4-1-1903.

In 1949-1950 LINE RELOCATED WEST ABOUT TEN MILES SALTZBURG WEST ABOUT TEN MILES SOMEWHAT SOUTH OF ORIGINAL LINE TO STRAIGHTEN CURVES AND ELIMINATE SEVERAL BRIDGES

Western Pennsylvania RR cont.

Fairbanks Br.: This was part of the old main line from 1½ miles east of Saltsburg which crossed river and ran north tieing back into the main line. North end of this was aband. prior 1890 and remainder gone by 1902. The Fairbanks Branch ran off this west to Fairbanks about 1 mile. Old main line probably about 3-4 miles long and hilly, Fairbanks Br. gone by 1902.

Black Legs Creek Br: mile west of Saltsburg running up Black Legs Cr .8 mile to serve Am. Sheet & Tin Plate Co. Built 1894. Ab. 6-23-1937.

Spur: half mile north of Black Legs Creek running east. Ab.

Edri Br: At Edri running east om Sulphur Run about ½ mile Ab.

Avonmore Br: Salina at west end of tunnel, across river to Avonmore, 2.1 miles. Ab.

Apollo Br: Apollo Jct, about 1 mile south of town, crossing river and running up into Apollo, 1.9 miles. Also running south along the river to Roaring Run several miles. Also another spur. Total about 5.9 miles. Ab. authorized 10-24-1984, but 3 miles from Apollo Jct. up into Apollo sold to McLaughlin Line RR 2-19-1985.

Leechburg: The railroad originally ran thru Leechburg. Between 1890 and 1895 it built a line from Townsend (a mile or two east of Leechburg) on the south side of the river to where the original line crossed over. The track from Townsend crossing the river into Leechburg was removed. An electric railway was built from Leechburg on the north side of the river to Apollo. The Penna. purchased a portion of this from Leechburg to about Carnahan Run to serve coal company which operated the "Carnahan Valley RR" (private spur to mine). Mine closed in 1932 and about .6 mile of Pa. branch ab. 8-9-1938. Later it was cut back to Leechburg. The bridge into Leechburg was removed between 1925 and 1936. This line was valled the Leechburg North Side Br., 4.4 miles from main line crossing river at north end Leechburg and running south.

Schenley Br.: Schenley on Allegheny Valley RR east on north side of Kiskiminitas River to Leechburg where it tied into Leechburg North Side RR, 5.0 miles. After bridge at Leechburg removed, the entire line from Schenley to Leechburg and south 2.1 miles to a coal mine was called first the Schenley Br and later Leechburg Br. Ab. 2.1 miles Leechburg south to coal mine 9-13-1972. Ab. 5-14-1984 2.6 miles Anderson Jct. to Hill Jct. (only s ort piece at Schenley remains).

Butler Branch: Butler Jct to Butler, 21.4 miles. .3 mi. ab. 5-14-1984 in Butler

Winfield Br.: Winfield Jct. to Winfield Furnace, 8.4 miles. Operated by Winfield RR see that railroad. Aband.

Baileys Run Br.: .3 miles at Creighton. Aband. 5-14-1984

Herr's Island Branch: In Pittsburg. Bridge to island and track on it which was in form of a loop around the island. .5 mi. aband. 5-15-1984. Total track of loop and bridge was about 1.1 miles.

Western Transportation Co.

Inc. 3-15-1856 to lease, finish, and operate the Pittsburgh and Steubenville RR It purchased part of the stock of the P&SRR and sold this stock to the Penna. RR in 1863. No locomotives.

Wheeling Coal Co's Railroad

Inc. 7-7-1916 Majorsville on W. Va. line to Marianna on Pa. RR, 28 miles. Company of same name inc. in W.Va. Stock owned by Pa. RR. Merged into Pennel 1-1-1955. No track apparently laid.

Wilkes Barre & Pittston RR

Inc. 4-15-1859 but Inc. tax not paid until 1867. Pittston to Danville or Sunbury. Suppl. 4-10-1867 name changed to Danville, Hazleton and Wilkes Barre RR. no track laid.

Wilkes Barre & Western RR

Inc. 6-22-1886 Watsonstown to Shickshinny, 46 miles. Built Watsonstown to Millville, 22 miles, 1887; Millville Jct. to Orangeville, 9 miles, 1891. Merged 3-1-1893 into Central Pennsylvania & Western RR. 7-31-02 Became Susq., Blooms. + Berwick Independent, had locomotives. Intended to haul soft coal east from Clearfield area and hard coal west. Served agricultural area. Aband. Millville Jct. to Orangeville 1903. Eyers Grove up into Millville, 2.7 mi. aband. 12.1.1984 and from Eyers Grove to Derry at same time as part of abandoning from Berwick to Derry of former Susq., Bloomsburg & Berwick RR. However track had been removed earlier - to Millville in 1980 about and Berwick to Derry in 1982.

(Poors Manuals lists WB&W as having only 2 locomotives in any year. Similarly, the CP&W during its existence from 1893 until early 1902 is listed with only 2 engines. For June 1903 (the first June after formation of the SB&B) 6 engines are listed which indicates 4 were obtained in late 1902, early 1903. 3 of the 4 are listed below and #1, ex Pa. 705 may have been the forth. The railroad had 6 to 8 engines until shortly before merger into the Penna. RR at which time it had 5 that were renumbered into Penna. RR series.

- 1 4-4-0 Mason 57" Drs. Named "Ellis Eves" Acq. 8-1886 2nd hand
- 2 4-4-0? " "William Masters" Acq. 12-1886. Ex Pa.RR?
- ? Acq. 10-1890 2nd hand
- ? Frt. engine Acq. 9-1891 2nd hand

Note: Nos. 1 and 2 disposed 1890-1891, and the two later engines, disposed 1894-95 when the No. 2 and 3 shown below arrived.

Wilkes Barre & Western RR cont.

		C. P. & W.	AND	S. B. & B.	Locos.		
1	4-4-0	Baldwin	1867 1657 ex pa.	#1750, cl.	D6	acq.	3-1900
1		Altoona	1884 942	705	D7	"	?
1	2-8-0	"	1887 1102	4155	H3	"	Became Pa. #3657 in 1918
2	4-4-0	"	1873 191	913	D4	"	10-1895
2							CP&W
2	4-4-0	Altoona	1869 33	288	D3	"	6-1894
2		Renovo	1888	301	D8a	"	6-1905
2		Altoona	1898 2048	920	D16a	"	Became Pa. #3660 in 1918
2		Renovo	1889	4120	D8	"	5-1907
2							
2	2-8-0	Baldwin	1882 6487	599	H1	"	9-1902 (1st #8 unknown)
2		Altoona	1880 4471	509	H3	"	6-1913
2		Altoona	1880 443	3090	H3	"	10-1900 33090
9	2-8-0	Altoona	1882 636	465	H1	"	7-1905
10	"	"	1887 1104	4157	H3	"	10-1909
10	"	"	1889 1156	415	"	"	2-1912
11	"	Baldwin	1888 9454	1237	"	"	6-1911
12	"	Altoona	1891 1600	1787	"	"	5-1915

Following engines were not listed in the Penna. RR records with their S.B. & B. numbers. Of these 3, four would have become #2, 5, 6, 8, and probably one is a #7. What the other 3 were is unknown. However, as all were bought prior to 1910, they should have carried numbers no higher than 10, (Nos. 1, 4, 7, 10).

2-8-0	Altoona	1881 538 ex pa.	3058, C1.	H1	acq.	9-1902
"	Renovo	1882	1726	"	"	"
"	Altoona	" 695	736	"	"	3-1906
4-4-0	Renovo	1887 900	1766	D8	"	7-1906
2-8-0	Altoona	1884	1745	H1	"	7-1907
4-4-0	Renovo	1888	4002	D8a	"	11-1907
2-8-0	Altoona	1887 1112	1731	H3	"	11-1909
4-4-0	"	1890 1531	1776	D10a	"	4-1910
13	2-8-0	" 1491 1605	1792	H3	"	11-1915 became Pa 3659

Williamsport and Elmira RR

Inc. 6-9-1832 Williamsport to N.Y. state line near Elmira.
 Suppl. 1. 3-31-1836 may carry U. S. Mail (only second railroad in state so authorized. Frt. toll max. 2¢/ton mile, passenger 2¢/mile. Weight of a load will be determined if the owner and the railroad don't agree by getting a skillful person to measure and determine the weight and to mark the weight in colors mixed with oil on the car. Any load over 1000# will be considered a full ton.)
 Suppl. 1-6-1848. Mortgage creditors of the W&E, the owners of the locomotive engines and portion of the cars may continue to run the locomotives and cars.
 Act. 4-5-1849. Upon proof that annual receipts are insufficient to defray ordinary expenses, to keep the road in repair, and to pay interest on the debt, and that the railroad is in a state of delapidation, the courts can order the railroad sold. The new owner may not tear up the railroad and have five years to connect it to the N.Y. and Erie RR. (If not done so, the original stockholders may buy back the railroad. (This was the first railroad ordered sold by the legislature.)
 Railroad sold 10-1-1849 in Philadelphia by order of the court to William Chester, Ellis Lewis, Wm. Faries, Joseph B. Mitchell, and Archibald Robertson for \$1000, the highest bidder. 150 shares to be divided: Wm. Chester 45, Ellis Lewis 45, Wm. Faries 20, Joseph Mitchell 20, Archibald Robertson 20
 On 5-5-1849 at Philadelphia court house evidence of indebtedness presented by Wm. and Sarah Chester, executors for Henry Chester, deceased, Ellis Lewis, Wm. Faries, and Archibald Robertson lien creditors of more than 75% of the debts.
 Suppl. 4-30-1850 stock authorized increased to \$500,000 plus bonds to reraill the railroad and extend to Elmira.
 Act. 3-11-1851 Mortgage bonds authorized to obtain a loan may be converted to stock, Fullt Williamsport to Ralston, 25 miles, 1-12-1839
 Extended Ralston to Elmira, N.Y. 8-23-54.
 R'org. 3-12-1860 after foreclosure as Elmira & Williamsport RR, foreclosed 4-18-1860. Intended to connect two canal systems and tap Ralston coal fields.
 Op.disc. above Hepburnville June 1972 after flood.
 Track torn up above Hepburnville about 1979. Remaining 3 miles from Williamsport left in to serve several businesses which Conrail subsequently slapped a several hundred dollar special delivering fee - which resulted in going to trucks. Track removed 1986. Spur branch from near Williamsport passenger station curving north across Loyalsock Creek to main line removed after Penn Central merger when Pa. frt yard in center of city moved to Newberry of NYC. ICC auth. aband 2-9-1982 5.4 miles Williamsport at E 3rd St. westward thru city (Sunbury & Erie line) and north to Hepburnville.

-	Robert Ralston	4-2-0	Norris	1838	New	Disposed about 1848
-	Williamsport	"	"	1837	Phil, Wilm & Balt	"Lady Baltimore" acquired
				1840	Later #16	Ren. N.C. #74
-	Vermont	4-4-0	Hinkley	1849	rented from Phil & Rdg	1853 & 1854
1	4-4-0	Rogers	1854	54"	Drs. New	Ren. N.C. 59
2	"	"	"	"	"	60
3	"	"	"	66	"	61
4	"	"	"	"	"	62
5	"	"	"	"	"	63
6	"	"	"	"	"	64

Williamsport & Elmira RR cont.

7	4-4-0	Norris	1856	54"	Drs.	New	Nov. Cent. #	65
8	"	"	"	"	"	"		66
9	"	Lancaster	"	60	"	"		67
10	0-6-0	Rogers	"	52	"	"		68
11	"	"	"	"	"	"		69
12	"	"	"	"	"	"		70
13	4-4-0	Lancaster	"	60	"	"		71
14	"	"	"	"	"	"		72
15	"	Phila. & Rdg	1848	62	Phil & Rdg.	"Carro Gordo", acq. 1854		73

Wrightsville & Gettysburg RR

Inc. 3-21-1836 Wrightsville, York Co. to Gettysburg, Adams Co. The Phila. & Columbia RR may operate their trains over it. Railroad is to be a public highway and may have tolls booths to collect tolls at any point along the line.
Act. 2-28-1837 merger with Wrightsville & York RR to form Wrightsville, York and Gettysburg RR. No track laid. Intention ?

Wrightsville & York RR

Inc. 4-15-1835 Wrightsville to York, 12 miles.
No track laid but apparently ordered two locomotives in 1836.
Act. 2-28-1837 merger with Wrightsville & Gettysburg RR to form W. York & Gettysburg RR. Wrightsville across river from Phila. & Columbia RR. Intended to give RR service to York.
"Harrisburg" 2-2-2 Stephenson 1836 146 Rbt. to 4-4-0. Disposition unknown
"Wrightsville" " " " 147 " " " Northern Central RR #9

Wrightsville, York & Gettysburg RR

Inc. 2-28-1837 as a merger of Wrightsville & Gettysburg RR and Wrightsville & York RR. Built Wrightsville to York, 12 miles. Completed by April 1840. Had 2 locomotives ordered in 1836. Never built York to Gettysburg.
Columbia Bridge Co's bridge at Columbia bought and tracks put on it in 1864.
Leased to Northern Central RR. Sold to Pa. RR 6-21-1870.
Aband. 11-9-1967 5.8 miles Wrightsville to Hellam. Bridge to Marietta previously gone. Called the York Branch.
Locomotives: Same as Wrightsville & York RR.

York and Cumberland RR

Inc. 4-21-1846 York to Cumberland Valley RR somplace north of Mechanicsburg. Built York to Lemoyne, 26 miles, 1950/51. **OPENED FEB. 1851**
Operated by Baltimore and Susquehanna RR until 1854. No locomotives
Merged 5-3-1854 with York and Maryland Line RR, Susquehanna RR, and Baltimore and Susquehanna RR (Md) to form Northern Central RR

York and Maryland Line RR

Inc. 3-14-1832 York to Maryland state line to connect with Baltimore and Susquehanna RR. 1837 allowed to use Wrightsville, York & Gettysburg RR to Susquehanna River at Wrightsville.
Completed 1838 Maryland line to York, 21 miles. Operated by Baltimore & Susquehanna RR
Merged 5-3-1854 with York and Cumberland RR, Susquehanna RR, and Baltimore and Susquehanna RR (Md) to form Northern Central RR.
Abandoned 1972 June when flood washed out two bridges. Track taken up north out of Baltimore for about 20 (?) miles but remainder left in. In 1984 the two bridges were repaired with govt. money so that the Stewartstown RR could resume operations.

York, Hanover & Frederick RR

Inc. 3-1-1897 as consol. of Hanover and York RR and Frederick and Pennsylvania RR (Md) 27.6 miles, York to Md. state line and on to Frederick, Md.
Central RR of Maryland merged in on 7-6-1914.
Merged 1-1-1954 into Pennel Co. No locomotives

York Haven and Rowenna RR

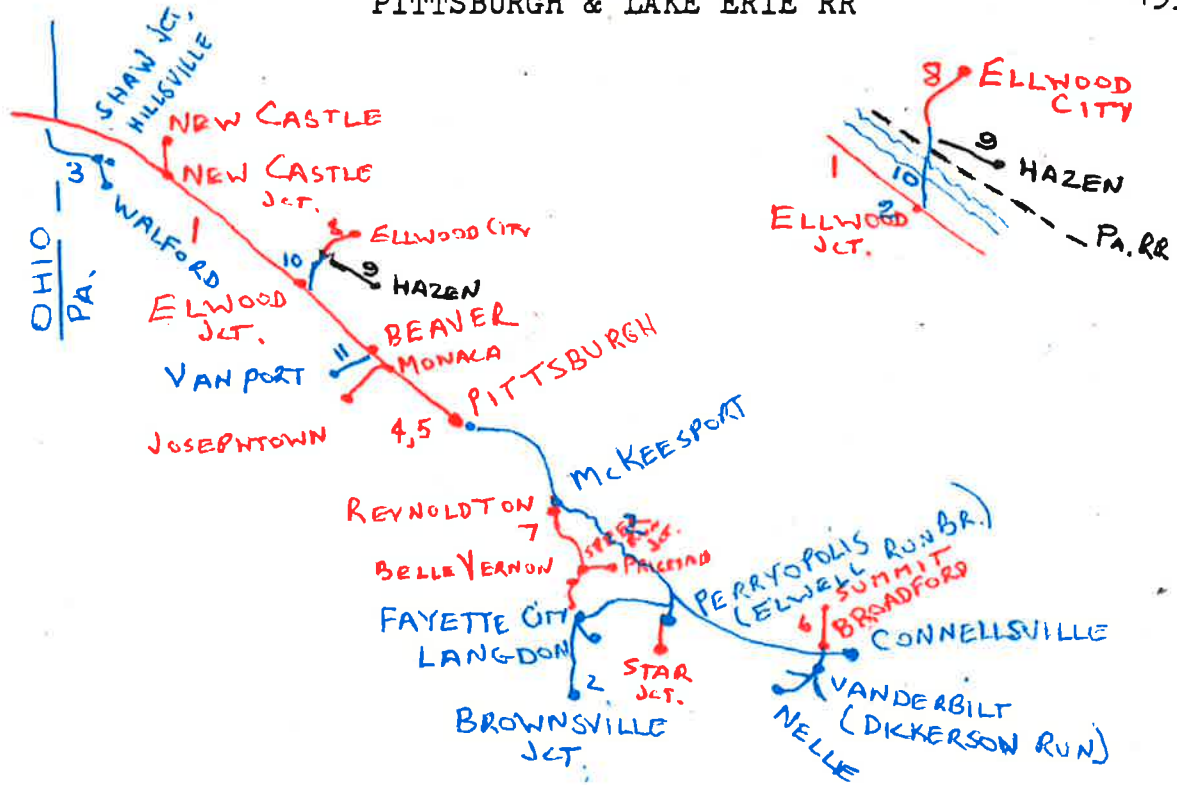
Inc. 11-26-1902 Wago Jct., York Co., to Marietta, Lancaster Co., 6 miles.
Built 1905 as a low grade freight line east of Harrisburg. Merged into Pa. RR 3-31-06.

Youghiogheny RR

Inc. 3-4-1861. Private RR of Pennsylvania Gas Coal Company. Inc. to run from Irwin on Pa. RR to Sewickly, 12 miles (Gratztown). Coal Co. may hold 2000 acres.
Built from Herminie north to Edna Mine No. 2, 2 miles. Coal mine RR.
Track sold to Penna. RR in 1899. Track removed prior to 1942.
Built 1861-62 12 miles Irwin to Sewickley (Gratztown). Sold to Penna. RR 1899.
Aband. 1-20-1944 5 miles Cowansburg north to north portal Lindencross Tunnel at Cereal; .8 mile 9-13-1972 Cereal north to Hahntown; 2.1 1-22-1982 Hahntown to Irwin; 2.4 miles Cowansburg to Gratztown 9-13 1972
This railroad was also known as the Irwin-Herminie Ry (particularly on locomotive builders lists). Referred to later as Andrews Run Br.
"Sewickly" 4-6-0 Baldwin 1875 3718 New
#1 4-4-0 Altoona 1883 876 ex Pa. RR #1083 1848 (in 1899), acq. 1901?, D8~
? 4-4-0 P. RR 1876 352 New
? 0-4-4 Rogers 1885 3541 ex Manhattan Ry. #4 (elevated loco), acq. 10-02. Used at mine??

Branches built by the Pennsylvania RR Company and abandonment dates. Continued
from page 382.

- Indiana Branch: Blairsville to Indiana, 18.8 miles built circa 1855
ab. 8-8-1967 .8 mile in Indiana Boro; 4-26-1973 8.6 miles Indiana to Graceton;
1976? Graceton to Black Lick, 3 miles.
- Tearing Run Br.: Graceton east 1.5 mile. .7 mile ab. prior 1922; remaining .8 mile
aband after 1973? coal mine
- Yellow Creek Br.: Homer eastward 5.8 miles to coal mines. .4 mile built in 1896
and rest later after 1900 up Yellow Creek into Brush VALLEY Twnp. Called the
Homer an Yellow Creek Br. also. Aband. 4-3-1957 1.8 mile at end; ab. 8-30-
1971 4.0 mile all remaining.
- Blairsville Br. (Cokevillr Br.): just south of Blairsville running to Cokeville,
1.3 miles.
- not named Br.: Grays south east to quarry, 1.5 miles. Aband. about 1922 probably
~~not named Br.: Millwood north to mine, built after 1896 and torn up prior 1922. 3 mi~~
- Bradenville Br.: Bradenville north to mine 3.9 miles and .9 mile spur to mine. All
aband. 11-18-1966 except $\frac{1}{2}$ mile at Bradenville.
- Unity Br.: West Latrobe to Unity mine, 6.2 miles. Prior to 1896 had built only about
 $3\frac{1}{2}$ miles to Whitney Br. South of Whitney aband. prior 1935/ Latrobe to Whit-
ney Br. ab.: Whitney to Palmera, m.p. 6.5 to 4.0, $2\frac{1}{2}$ miles 10-21-1963; m.p.
4.0 to 2.6 ab. 8-23-1966; m.p. 2.6 to 1.6, .9 miles, ab. 4-24-1970.
- Lippencott Br.: near West Latrobe eastward to Ligonier Valley RR, 1.7 miles built
prior to 1896 and partially ab. by 1936. Remaining .9 mile ab. 7-22-1965.
- Unknown track (po possibly former Ligonier Valley RR line: .5 miles at Latrobe ab.
9-28-1972 and .7 miles at Latrobe ab. 6-19-1984.
- Whitney Br.: from Unity Br. north to Whitney & spurs, 1.7 mi. Aband. after 1936
- Baggaley Br. 2 miles to serve coke ovens at Baggaley. Ab. pr. 1922
- unnamed branch? West Latrobe north to end, .7 mi.
- Alexandria Br.: Beaty to Donohoe (paralleling main line) 3 miles and then north Dono-
hoe to Crabtree (built prior 1896) and Crabtree north to Andrico (Salemville) 7
miles. Aband. Donohoe north 6.6 miles 8-30-1971; 10-29-1942 3.1 miles at north
end aband. Served coal mines.
- Dundale Br.: New Alexandria to Dundale (Shieldsburg), 1.9 miles. 1.6 miles aband.
prior 1942, and remaining .3 miles ab. 10-29-1942
- Jamison Br.: Crabtree to Hanastown to Forbes Road, 3.6 miles. Ab. Hanastown to
Forbes Road, 2.3 miles 1-16-1964; Crabtree to Hanastown 8-30-1971
- unknown name: McClarren northwest $\frac{1}{2}$ mile aband 8-30-1971?
- unknown name: just east of Jeanette to south side of Jeanette, about .9 mile. Taken
over .7 mile 6-30-1982 by Elliot Co. to serve their factory; .2 mile ab. 7-2-198
- Brush Creek Br.: Jeanette northeast on Brush Creek, .5 mi. Ab. 5-14-1984 4
- Bull Run Br.: Jeanette north on Bull Run .9 mi. Ab. 2-25-1982
- Jeanette Br.: Jeanette south to Grapeville, 1.3 mile. Built after 1904. 1.1 mile ab.
7-2-1984, (.2 mi left).
- Manor Br.: Manor to CLARIDGE; 4.6 miles. Ab. Claridge to Harrison City, 1.6 mi. un-
known date. Ab. 1-7-1972 mile post 1.6 to Harrison City; ab. 1-22-1982 Manor to
m.p. 1.6
- unnamed br.: Harrison City n.w. about .7 mile. Probably aband. 1972?
- Youghiogheny Br.: Shafton s.w. to Cereal on Youghiogheny RR br., 3.4 miles. Aband.
after 1922.
- unknown name Br.: Larimer west about $2\frac{1}{2}$ miles. Ab. prior 1922.
- East Pittsburgh Br.: Trafford (Stewart) on Turtle Creek Br. to Union RR at East Pitts
burgh, 5.6 miles. (Paralleles main line) Aband. 1981-1984
- Port Perry Br.: Turtle Creek south to Thompson (on south side of Monongahelia River
near rivers edge at RR jct), 2.2 miles
- Brilliant Br.: East Liberty to Aspinwall built 1904. Eliminated coal trains going
thru center Pittsburgh and other freight coming down Allegheny River and des-
tined eastward., 2.5 miles. Aband. 1.0 mile Aspinwall toward East Liberty, 3-
27, 1985.



PITTSBURGH AND LAKE ERIE RAILROAD

*1	Pittsburgh & Lake Erie RR	E				
	Inc. 5-18-1875					
4	Pittsburgh & Beck's Run RR		1880			
	Inc. 10-5-1877					
8	Beaver & Ellwood RR	E			3-15-1916	
	Inc. 5-20-1890					
9	Ellwood Southern RR		6-30-1899			
	Inc. 6-22-1899			1-9-1911		
10	Ellwood Connecting RR					
	Inc. 4-4-1892					
2	Pittsburgh, McKeesport & Youghiogheny RR					8-3-84
	Inc. 1-1-1881					
7	McKeesport & Belle Vernon RR	E	11-5-1890			
	Inc. 1-8-1886					
6	Youghiogheny Northern RR					Leased to P.M.V. 4-1-83
	Inc. 8-16-81					Aband. 1945.
3	Mahoning State Line RR					Leased to P.L.E 1-1-95
	Inc. 8-10-1891					
5	Monongahelia Incline & Transfer Co.					Abandoned 1885
	Inc.					
	Shenango Valley RR					CHARTER EXPIRED
	Inc. 5-3-86					
	11 Beaver Valley RR	E				INDEPENDENT UNTIL 1941.
	Inc. 9-28-1899					

8-15-1941

3-1-1965

AFTER 1981?

Pittsburgh & Lake Erie RR

Inc. 5-18-1875 to build from Pittsburgh to Youngstown, Ohio on the former Pennsylvania and Ohio Canal, 68.0 miles. Opened 2-1879. Branch of 2.9 miles from New Castle Jct. to New Castle built April 1879. N.Y.C. helped finance construction to give Pittsburgh access intended to connect the two cities and carry coal. At time of construction there was no significant iron-steel industry in the Pittsburgh area.

South of Pittsburgh P&LE trackage was constructed by the Pitts., McKeesport & Youghiogheny RR to reach coal fields near Connellsville and later to Brownsville for the same purpose. McKeesport & Belle Vernon built for coal mines in the area.

The development of river barging took considerable coal traffic away from the railroad in the 20th Century and trucks after 1945 took a great deal of finished steel shipments New York Central gained stock control in 1889. Penn Central sold this stock ownership, (92%) in 1979 to a new company, P&LE Co. so that the P&LE became independent again.

Leased Pittsburgh, McKeesport & Youghiogheny 8-3-1884. Owned $\frac{1}{2}$ by N.Y.C., but operated by P&LE. NYC sold $\frac{1}{2}$ interest in 1965

Leased Mahoning State Line RR 1-1-1895 which serves limestone quarries.

Leased Ellwood Connecting RR in 1893 which gave it a connection to Beaver & Ellwood into Ellwood City. Leased P&E RR 5-1-1899, merged into P&LE 3-5-1916.

Pittsburgh & Beck's Run RR merged 1880.

Purchased Beaver Valley RR 8-15-1841 3 miles, Beaver to Van Port. Subsequently aband. P&LE acquired by N.Y.C. in 1889 by purchase of most of stock and eventually became subsidiary of Penn Central who owned 93% of stock. PC sold P&LE stock to new P&LE Co. 1-27-1979 and thereby became independent. Drastic cuts in steel production in 1980s turned the formerly very profitable P&LE into a loss operation.

In 1934 B&O began using P&LE for passenger service between McKeesport and New Castle Jct. In 1969 B&O removed their tracks in downtown McKeesport and began using P&LE.

Owens 1/3 of Monongahela RR; until 1975 owned $\frac{1}{2}$ of Montour but bought Pa-Central's interest in that year; owns $\frac{1}{2}$ of Pitts., Chartiers & Youghiogheny with Conrail, when Western Maryland opened to Connellsville in 1912, the P&LE began handling bridge traffic from the N.Y.C.

ICC auth aband. 5-27-1966 2.1 miles Speer Run Jct. to Pricedale, Pa. (BELLE VERNON)
Built about 1935 Monaca to Josephstown, 4 miles, to connect with new Pa. RR line from west, Aband. 1972-76.

Locomotive roster at end of P&LE chapter, Page 438.

Beaver & Ellwood RR

Inc. 5-20-1890 and built Ellwood Jct. (on Penna. RR) to Ellwood City, 2.9 miles in 1890. Ellwood Southern RR merged in 5-1-1899 and Ellwood Connecting RR merged 1-9-1911. Leased to P&LE 5-1-1899 and merged into P&LE 3-5-1916. Owned equipment. It served coal mines near Ellwood City and provided passenger service between the city and the Pennsylvania RR main line, 3 miles away

ICC auth aband. from P&LE main line across river, 2.7 miles 7-17-1981. Remainder previously aband.

#1 ~~Wagner~~ ROGERS 1865 1305 at P.C. + St. L "A", 209 1890
2 0-6-0 Pittsburgh 1892 c.n. 1390 new. Became P&LE #9009 and rbt to 0-6-0T. Originally named "Conqueuessing"

Beaver Valley RR

Inc. 9-28-1899 Beaver to Vanport, 3 miles. Owned by J. N. Pew. About 1915 had $\frac{1}{2}$ mile branch South Beaver to Wagner. Independently operated until sold to P&LE 8-15-1941. ICC auth. aband. 12-13-1968 1.5 miles from 8875' to 16753'. 4-26-1973 1.4 miles from m.p. .3 Vanport east to m.p. 1.7 (eliminated need for high-way bridge over RR). .3 miles at east end sold to Conrail 1976? and aband. 5-14-1984

#1 0-4-0T Baldwin 1904 c.n. 24197
2
3 0-4-0T Baldwin 1916 43013 ex Baldwin shop switcher, acq. ?

Ellwood Connecting RR

Inc. 4-4-1892 and opened 6-30-1893 from P&LE main line to a junction across the river with Beaver & Ellwood RR, .7 mile. Operated by P&LE to get coal. Merged into Beaver & Ellwood RR 1-9-1911. ICC auth. aband. 7-17-1981

Ellwood Southern RR

Inc. 6-22-1899 to run from Beaver & Ellwood RR south to Hazen Coal Mine, 2.6 miles Merged 6-30-1899 (filed 7-27-1899) into Beaver & Ellwood RR. Operated by B&E. Aband. unknown date.

Mahoning State Line RR

Inc. 8-10-1891, opened 1-1-1895 Bently, Ohio to Shaw Jct. and Hillsville, 3.4 mi. Intended for ? Leased to P&LE 1-1-1895, but never merged.

Built Walford Branch 9-1-1921 from Shaw Jct south to Walford, 3.3 miles to huge Bessemer Limestone and Cement Co. plant (also served by Pa.RR). ICC
ICC auth. aband. 7-17-1970 3.1 miles Shaw Jct. (Hillsville) to Walford; 8-4-1982 4.2 miles Hillsville to Bently.

McKeesport and Belle Vernon RR

Inc. 1-8-1886, construction bddun 1888, and road opened 1890 Reynoldton (McKeesport) to Belle Vernon, 28 miles. (Actually opened another mile south to Fayette City as shown on 1895 map and Downers Run Branch. Inc. to run opposite McKeesport to Belle Vernon.

PITTSBURGH & LAKE ERIE RR

McKeesport & Belle Vernon RR cont.

Merged 11-5-1890 into Pitts., McKeesport & Youghiogheny RR upon completion. However it had previously ordered the two locomotives.
 #1 4-4-0 Pittsburgh 1889 899 New. Later P.McK&Y #105. Ren. 205 C.N. 144 + P&LE WORCESTER
 #2 " " " 1058 " " Ursina & North Fork RR #2 TO P&LE 22/1/17
 #3 4-6-0 TAUNTON 1853 132 + PROVIDENCE + WORCESTER. TO P.McK&Y = 165 207

Monongahela Incline & Transfer Co.

Inc. ? Connected P&LE to B&ORR. Opened 5-4-1880 and abandoned 1885. Never listed separately in Poors and exact location unknown.

Pittsburgh & Becks Run RR

Inc. 10-5-1877 by P&LE in Pittsburgh between Smithfield Street and Jones and Laughlin iron works. Merged into P&LE 1880. Called the Becks Run RR.

Pittsburgh, McKeesport & Youghiogheny RR

Inc. 1-1-1881 and opened 11-19-1883 from Pittsburgh to New Haven, 57 miles. (New Haven is on south side of river from Connellsville.) Also, 2 miles west of New Haven the branch on Dickerson Run thru Vanderbilt to Clarissa Mines, 4.5 miles. Intended for coal and coke. Built 1891-1894 the Elwell Run Branch from Whitsett to Perryopolis, 5 miles. Built 1894-95 Spears Run Fr. 1.0 miles, Downers Run Fr. .6 miles which was later extended on Mill Run over to Lynn, 1/2 miles and over to Perryopolis (shows on map but not reported in Poors)

The P&Y was half owned by NYC and half by P&LE but was always operated by P&LE. NYC sold their half ownership to P&LE in 1965. Merged into P&LE 3-1-1965

Leased McKeesport & Belle Vernon RR 11-5-1890 and using that charter in 1903 built from Fayette City south to Prownsville Jct., 10 miles where it connected with Monongahela RR for moving coal north to Pittsburgh. No equip.

ICC auth. aband. 12-26-1946 Fayette City to Perryopolis, 5.6 miles; 11-19-48 from .4 mi. south Fayette City to Langdon, 1.4 mi.; 3-28-64 Dickerson Run Br., 2.3 mi., Dickerson Run to Clarissa (Nellie) and Perryopolis to Star Jct., 1.4 mi.; 12-31-64 Whitsett Jct. (Main line) to Perryopolis, 2.5 miles.

Locomotives: Although separately lettered from P&LE for year, numbers fitted in P&L E system.

150-151	4-6-0	Pittsburgh	1883	613-614	← C.N. = 156 Ren 256	NYC #
152-162	"	"	"	655-677	" = 161 sold P.C&Y #3	
163-164	"	"	1884	701-702	" = 158-9 Ren 258-9	
205	4-4-0	ex McKeesport	1897	12	#9121	
208	0-6-0	McKees Rocks	1898	17-21	9100-9104	
209-213	"	"	1899	22-25	9105-9108	
214-217	"	"	1900	26-28	9109-9111	
218-220	"	"	1901	29-32	9112-9115	
221-224	"	"	1902	33-36	9116-9119	
225-228	"	"	1903	37	9120	
229	"	"	1906	89-92	9122-9125	
230-233	"	"	1907	93-98	9126-9131	
234-239	"	"	1897-8	1756-59	9400-9403	
256	2-8-0	Pittsburgh	1899	1439-45	9404-9410	
258	2-8-0	Pittsburgh	1903	26332-36	9411-9415	
259	4-4-0	McKees Rocks	1896	6-0	9295-9298	
9100-9104	ex	210-213				
9105-9108	"	214-217				
9109-9111	"	218-220				
9112-9115	"	221-224				
9116-9119	"	225-228				
9120	"	229				
9121	"	208				
9122-9125	"	230-233				
9126-9131	"	234-239				
9132-9139	0-6-0	"	1908	99-106		
9140-9145	"	"	1909	107-112		
9146-9153	"	"	1910	113-117		
9154-9156	"	"	1911	118-120		
9157-9160	"	"	1912	121-124		
9200-9209	4-6-0	Pittsburgh	1909	?-?	45962-66	
9220-9224	"	McKees Rocks	1915	130-134		
9295-9298	"	296-299				
9400-9403	"	271-274				
9404-9410	"	275-281				
9411-9415	"	282-286				
9550-9554	2-8-2	Brooks	1916	55651-656		
9555-9564	"	"	1917	56778-787		
9565-9574	"	"	"	57058-067		
9575-9579	"	"	1918	58088-58092		
9580-9589	"	Schenectady	"	60345-60354		
9590-9594	"	"	1919	61029-033		

150-155, 162, 164
 SOLD TO OHIO SOU

256 ex 156 to NYC 9195
 258 158 " 9197
 259 159 " 9198

157 to D&E 157
 260 ex 160 to NYC 9199
 257 ex 163 " 9196

253-255 0-6-0 Pitts 1906 39806-6
 Ren 9149-9

208 may be Pitts 1897 1716 later
 # 9121 in which case McKees
 Rocks C.N. 12 might be P&LE
 # 300

Shenango Valley RR

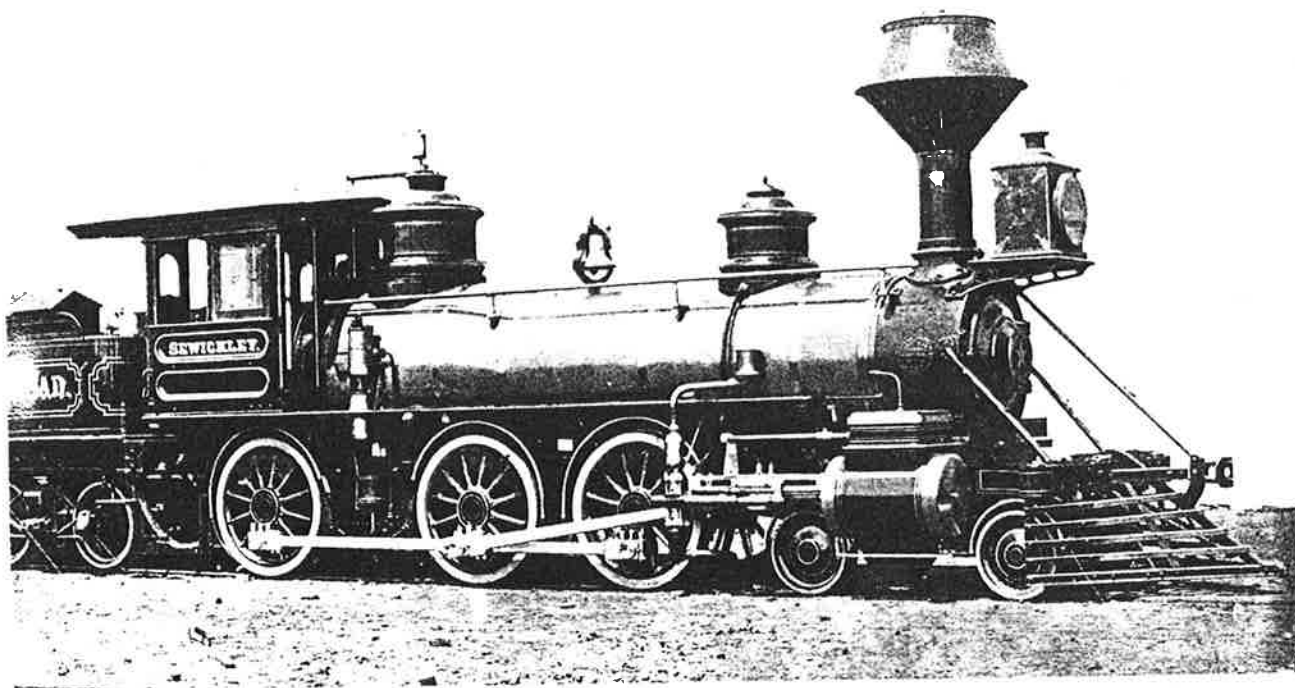
Inc. 5-3-1886 Clark's Mill, Hickory Twnp to Sharpsville, 6 miles, Mercer Co. Not built and charter expired. Organized by P&LE.

Youghiogheny Northern Ry

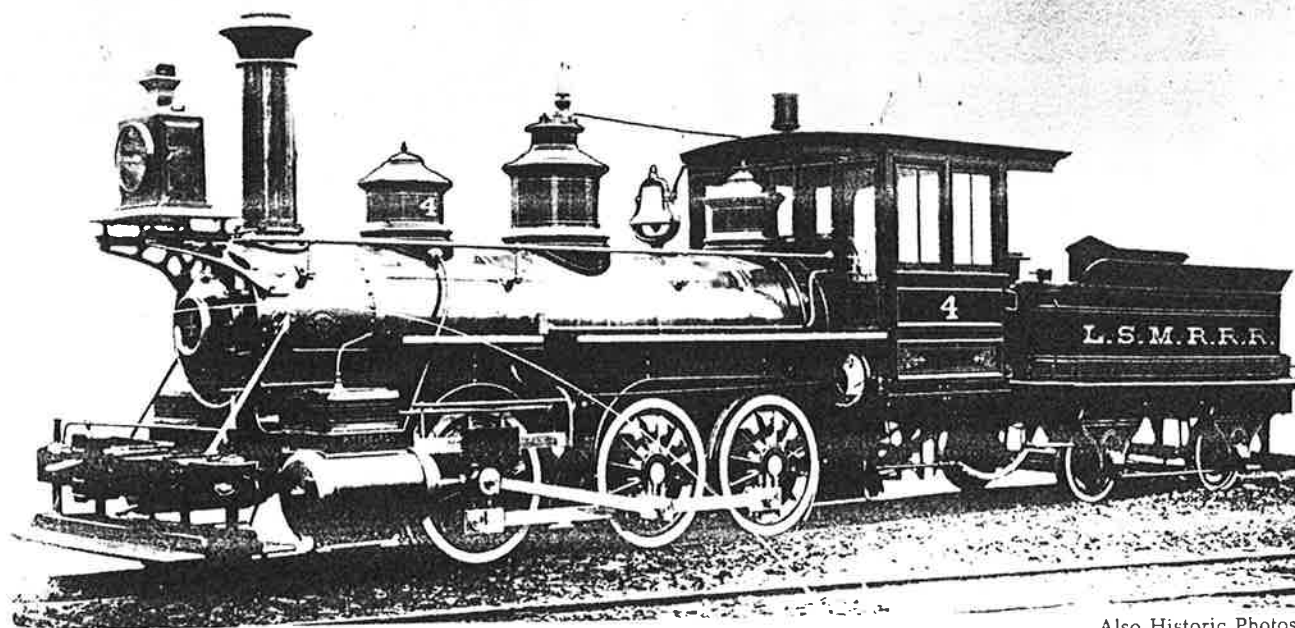
Inc. 8-16-81 and opened 1883 Broad Ford to Summit, Fayette Co., 1.9 mi. Leased to Pitts, McK&YRR 4-1-1883. Across river from Connellsville. Owned by U.S. Steel Co.

PITTSBURGH & LAKE ERIE RR

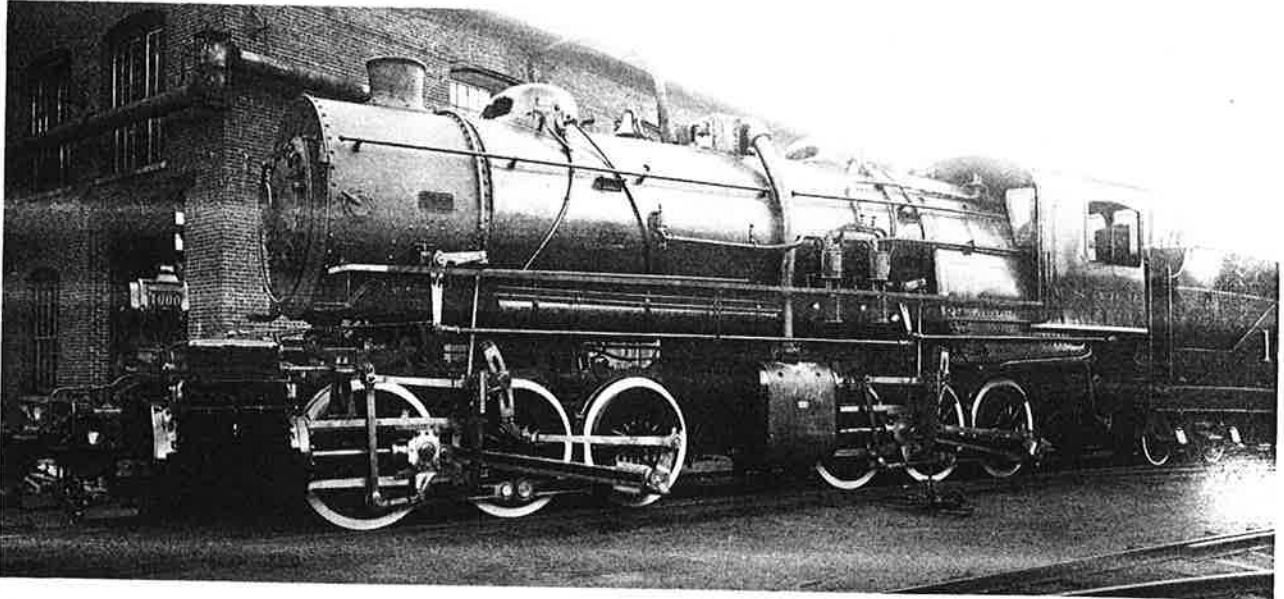
Pittsburgh & Lake Erie RR			Locomotives	Ren. 1907	
1	Pittsburgh	1878	366	0-4-0	
1	McKees Rocks	1895	1	0-6-0	9000 <i>Sold Pa. S&A - MFG #11</i>
2	P.	1878	367	0-4-0	" " " " #2
2	M.	1895	2	0-6-0	9001 <i>BAY TERMINAL #1</i>
3	P.	1878	368	0-4-0	
3	M.	1895	3	0-6-0	9002
4	P.	1878	369	0-4-0	
4	M.	1895	4	0-6-0	9003 <i>*4 Pitts. 1891 1236 sold C.C.L. #1, C.O. #1000 0-4-0</i>
5	P.	1878	370	0-4-0	
5	M.	1896	5	0-6-0	9004
6	P.	1879	371	0-4-0	
6	M.	1897	10	0-6-0	9005
7	P.	1879	372	0-4-0	
7	M.	1897	11	0-6-0	9006
8	P.	1879	373	0-4-0	
8	M.	1898	13	0-6-0	9007
9	P.	1879	374	0-4-0	
9	M.	1898	14	0-6-0	9008
10-20	Pitts.	1879	375-385	4-4-0	
21				0-4-0	
21	Pitts.	1891	1237	0-4-0	#11 sold to Ga. Sou. & Fla. #15
22	TAUNTON	1853	144	4-4-0	acquired 1879-80
22	Pitts.	1891	1238	0-4-0	gone by 1902
23				0-4-0	acquired 1879-80
23	Pitts.	1893	1412	4-4-0	gone by 1902 <i>*4 McK + BV #4 by 1890 or earlier. R. 197, 207?</i>
24	"	1880	447	"	acquired 1879-80
25	"	"	448	"	inspection loco. "Pittsburgh". Ex #96. sc. 1925
29	Pitts.	1891	1239	0-4-0	
30-31	"	1881	505-6	"	
32-35	"	1887	905-8	"	
36-37	"	"	922-3	"	
38-39	"	"	969-70	"	
40-42	"	1889	1053-5	"	
43-47	"	1890	1144-8	"	
48-49	"	1892	1295-6	4-4-0	
50-53	"	1887	913-6	4-6-0	
54-58	"	1888	975-9	"	
58-59	"	1889	1056-57	0-4-0	(note the number conflict)
60-66	"	1890	1149-55	4-6-0	
67-74	"	1891	1228-35	"	
75-77	"	1893	1434-36	"	
78-80	"	1895	1547-49	"	
81-90	"	1896	1591-1600	"	9130-32
89-90	"	1901	2340-41	4-4-0	No. 82-87 ren. 9133-38 <i>*69 sold 1899 to CORNWALL #6</i>
91-93	"	"	2272-74	"	9253-54
94-95	McKees R.	1899	15-16	"	9255-57
96-98	Pitts.	1893	1412-14	"	9251-52
99	not used?				No. 96 rbt to insp. #23
100	Pitts.	1883	689	0-6-0	9010 (ex Pitts, Chart. & Yough. #4)
101-106	Pitts.	1902	25197-202	0-6-0	9011-16
107-109	"	"	25672-674	"	9017-19
110-115	McKees R	1905	38-43	"	9020-25
116-119	"	1906	44-47	"	9026-29
120	not used				
121-125	Pitts.	1897	1751-55	2-8-0	9300-04
126-135	"	1898	1805-14	"	9305-14
136-138	"	1899	1936-1938	"	9315-17
139-148	"	1900	2069-78	"	#130-142, 145 ren 9318-22
149-153	"	"	2102-06	"	#149 ren 9323
150-153	"	1903	28150-53	"	9370-73
154-159	"	1902	25191-96	"	9324-29
160-163	Pitts.	1902	25844-26847	2-8-0	9330-33
164-165	"	"	26240-26241	"	9334-35
166-180	"	1903	26317-26331	"	9336-50
181-184	"	"	27120-27123	"	9370-9373
185-189	"	"	27891-27895	"	9355-59
190-199	"	"	28376-28385	"	9360-69
191-200	Schen	1923	64753-64762	2-8-2	9374
200	Pitts.	1903	28154	2-8-0	9374
201-211	Schen	1924	65612-65622	2-8-2	-
201-207	not used				
240-270	not used				
271-274	Pitts.	1897	1756-1759	2-8-0	9400-03
275-281	Pitts.	1899	1939-1945	2-8-0	9404-9410
282-286	"	1903	26332-26336	"	9411-9415
287		1902	27119	2-8-0	9416
288-295	not used				
300	McKees R	1896	12?	4-4-0	ren 9299
301-305	Schen	1903	26337-26341	4-4-2	9200-04
321-325	Pitts.	1905	30896-30900	4-4-0	9258-62
326-330	"	1906	39453-39457	"	9263-67
Locomotives built after 1907 NYC renumbering					
8000-49	Lima	1937	7671-7720	0-8-0	
8050-74	Schen	1944	71870-71894	"	
9000-24	Lima	1929	7803-7427	"	
9090-91	Brook	1916	55679-80	0-8-8-0	
9210-14	Pitts	1911	49835-39	4-6-0	
9215-19	"	1912	51318-22	"	



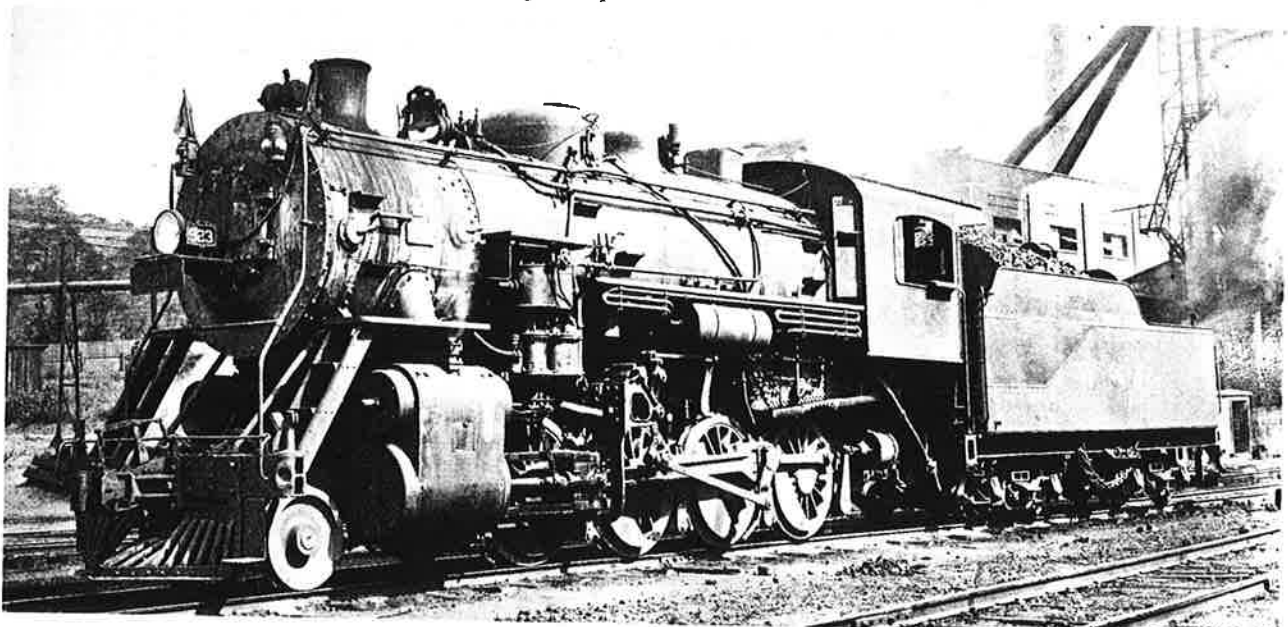
Railroad Museum of Penna.
 Youghiogeny RR "Sewickley" built in 1875 by Baldwin. This railroad was owned by the Pennsylvania Gas Coal Company which also owned the unincorporated Irwin-Herminie Ry. In 1899 the Youghiogeny RR was sold to the Pennsylvania RR, becoming their Irwin to Sewickly branch line. The Pennsylvania also acquired the Herminie line to the coal company's mine.



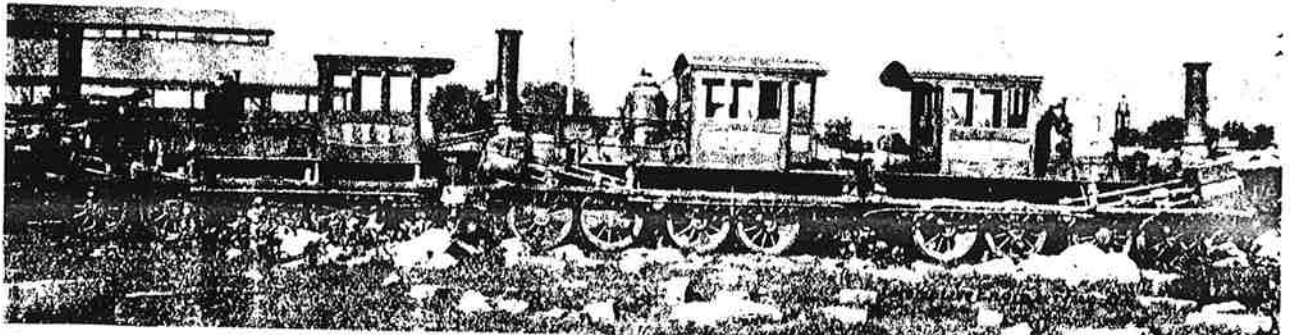
Also Historic Photos
 Little Saw Mill Run RR #4 built by Pittsburgh in 1884 and used for bringing coal from Banksville down to the Ohio River at Pittsburgh, three miles. This was opened in 1853, the first of the railroads built from Pittsburgh to reach nearby coal fields to the south. Note the small four wheel tender which would be refilled after each six mile roundtrip.



West Side Belt RR bought two mallets in 1910, Nos. 1000-1001. For a short line, this was an unusually early purchase of mallets, but they were needed for coal hauling. The two locomotives had been disposed prior to 1928 when the railroad became the eastern part of the Pittsburgh and West Virginia Ry. Alco Historic Photos



West Side Belt No. 923 sits on the ready track at Rook in September 1924 with dirty white flags (symboling an extra) permanently in place above the marker lamps. This big Brooks consolidation was one of three purchased that year for the 23 per-mile short line.



Three old Baldwin flexible beam 0-8-0s of the Philadelphia and Reading Railway await scrapping in 1879 Nos. 113, 119, and unknown. They had originally been built for the Mine Hill and Schuylkill Haven RR in 1854 and 1855, Nos. 16 and 22. Few pictures of 0-8-0 flexible beam engines exist.

Locomotives built after 1907 renumbering cont.

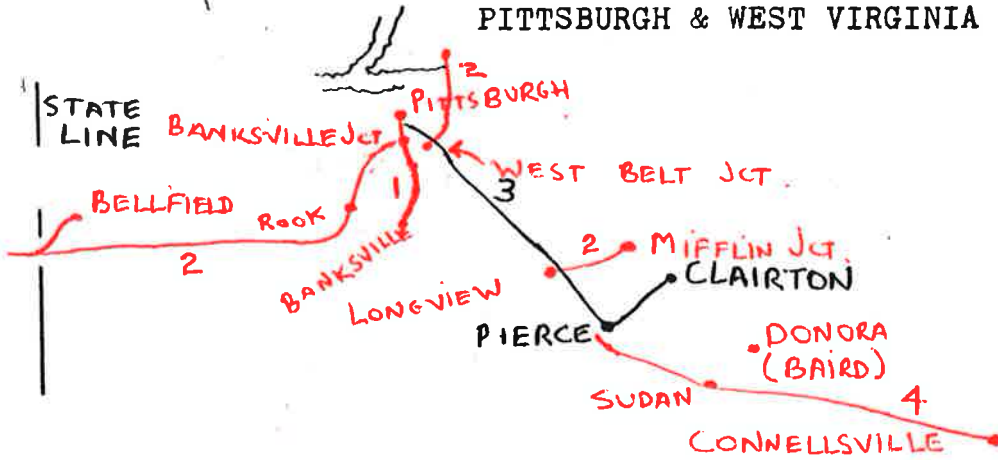
9225-29	Brooks	1917	57432-36	4-6-2	
9230-34	"	1918	58083-87	"	
9235-44	Schen	1926	67150-59	"	9290-94 4-4-0 Pitts 1907 42374-8
9245-49	Brooks	1925	66088-92	"	
9250-54	Schen	1926	67160-64	"	
9375-77	Brooks	1907	42865-67	2-8-0	
9378-87	Pitts.	1910	47517-26	"	
9388-92	"	"	47594-98	"	
9393-97	McKees R.	1913	125-129	"	
9400-06	Schen	1948	75845-851	2-8-4	
9417-21	Cooke	1906	40224-28	2-8-0	
9422-23	Brooks	1907	52868-69	"	
9424	Pitts.	"	43093	"	
9500-04	Brooks	1916	55646-50	2-8-2	
9505-09	"	1919	61024-28	"	
9510-19	Baldwin	"	"	"	51433, 34, 35, 36, 73, 74, 75, 507, 08, 09
9520-24	Brooks	1920	62307-311	"	
9030-39	McKees R.	1907-8	48-57	0-6-0	
9040-49	"	1908-10	58-67	"	
9050-54	"	1911-11	68-72	"	
9055-65	"	1912-11	73-83	"	#9063 sold P.A.&McKR #26
9066-70	"	1913	84-88	"	

McKees Rocks construction numbers are questionable.

Dispositions: Many P&LE and PMCK&Y engines were resold, particularly the 2-8-0s:

No.	Sold to, date		
29	Monongahela Connecting #8, 1914	#64	Wabash Pittsburgh Term. RR #5
70	Kirby Lbr. Co. #62, 1912	66	#6, bought 1905?
93	Middletown and Unionville RR #1	39	West Side Balt #6
97	Emmitsburg RR, 1905. Sc. 1924		
75	Indian Creek Valley RR #2		
78	Fauquier Co. FQ1, 1911		
79	National Steel Car Co., 1909		
81	West Side Belt RR #3		
83	Indian Creek Valley RR #1		
84	Fauquier Co. FQ2, 1902		
86	"		
87	Kennedy & McDonald, 1909		
89	Lake Champlain & Moriah RR #12		
121	Pitts, Chartiers & Yough. #10		
123	Western Allegheny RR #33, 1914		
124	Pitts, Chart. & Yough #6		
126	Lorain, Ashland & Southern #5, 1914		
127	" #15, 1915		
128	Pitts, Chart. & Yough #11		
129	Western Allegheny #32, 1914		
130	Montour		
131	Scotts Run #102		
132	Scotts Run #103?		
134	Lorain, Ashland & Sou. #16		
135	Morristown & Erie RR #6, 1914		
136	Pitts, Chart. & Yough. #3		
137	Montour RR, 1911		
138	Winfield RR #1, 1915		
139	Pitts, Chart. & Yough #4		
141	Monongahela #114, resold San Antonio & Aransas Pass #230?		
143	# #103, SA&AR #230?		
144	" #106 " 231		
145	Genesee & Wyoming #13		
146	Monongahela #109, SA&AP #234		
148	Georgia & Florida #353		
149	" #354		
150	Monongahela #111, SA&AP #233		
151	" #108, SA&AP #232		
152	Ga. & Fla. #351		
153	" #352		
271	M. S. B. & P. ren. St. L.-S. F. #870		
273	Montour RR, 1909		
274	Scotts Run RR #101		
275	Western Allegheny RR #31, 1914		
276	Scotts Run RR #104, 1924		
278	Montana, Wyoming & Southern RR #6, 1916		
280	Scotts Run #105, 1924		
281	" JRL #104, 1914		
321	Monongahela #303		
324	Montour RR #2,		
178	Monessen Southwestern RR #12		

PITTSBURGH & WEST VIRGINIA RY.



Pittsburgh & West Virginia RR Inc. 2-18-1967			
Pittsburgh & West Virginia Ry. Inc. 1-29-1917	4. E.	Leased to N&W RR 10-16-1964.	
Pitts & W. Va. Ry (W.Va.)			1-29-17
Pitts. & W. Va. (Pa.) Inc. 11-20-1916			11-16
Wabash Pittsburh Terminal RR Inc. 5-7-1904	2. E.		11-16
Gross Creek RR (W.Va.)			5-7-04
Pittsburgh, Toledo & Western RR (Oh)			12-31-1928
Pittsburgh, Carnegie & Western RR Inc. 7-17-1901			7-17-01
Pittsburgh & Mansfield RR Inc. 8-23-1893			
Washington County RR Inc. 4-17-1900			
West Side Belt RR Inc. 7-25-1895	3. M		
Little Saw Mill Run RR Inc. 7-15-1850	1. E	7-25-97	
Bruce and Clairton RR inc 11-12-01		5-23-1902	
Stocks of following owned by West Side Belt as part of the Gould empire. Never constructed, never merged.			
Pittsburgh, Canonsburg & State Line RR Inc. 10-24-89			1904?
Pittsburg, Akron & Western RR Inc. 9-3-1904			
Pittsburgh & State Line RR Inc. 10-27-1899			1904?
State Line Connecting RR Inc. in Ohio			

Additional information:
Railroads of Pennsylvania by R. Saylor.

The P. & W. Va. was formed as a reorganization of the collapsed empire of Jay and George Gould which failed as a result of the 1907 panic and that the United States Steel Company had made peace with the Pennsylvania RR and so were not shipping the tonnage of coal promised by Andrew Carnegie when the railroad was planned. In 1928 it was decided to make the railroad part of a trunk line by extending to the Western Maryland RR at Connellsville besides the Pitts. & Lake Erie RR. This trunk traffic from the Wheeling and Lake Erie RR (NYC&St.L. fed the W&LE), P&WV, W.M., and Reading to Baltimore, Philadelphia and New York.

Pittsburgh & West Virginia Ry (Pa.), RR.

Inc. 11-26-1916 as successor to Wabash Pittsburgh Terminal Ry.
 Consolidated 1-29-1917 with P&WV (W.Va.) to form P&WV Ry
 Wabash Pitts. Term. ran from Pittsburgh Jct., Ohio (W.&L.E.RR) to south side of
 Pittsburg and a 3 1/2 mile branch to Union RR at Mifflin Jct.
 West Side Belt RR merged into P&WV 12-31-1928
 Authorized by ICC in 1928 to build from Pierce to Connellsville. This was the last
 major railroad construction in Penna. 38 miles. Opened Feb. 1931
 Authorized by ICC in 1930* to build from Sudan to Donora Southern RR at Baird (Donora), 5.8 mks.
 Railroad ran from Pittsburgh Jct., Ohio on Nickle Plate RR to Connellsville, 112 miles
 on Western Maryland RR.
 Leased 1964 to Norfolk & Western RR. (which had taken over the Nickle plate in 1964)
 Oct 16, * FEB 7, 1930 Reorg. 2-18-1967 as P&WV RR by merger of two subsidiaries.

21	20	0-6-0	Pitts.	1919	60428	ex U.P. #4454	
"	21	"	"	"	60429	" " 4455	
"	145	2-8-0	Brooks	1907	42273	" Buffalo & Susquehanna #145	FOR DIESELS SEE
"	188	4-6-0	"	1900	3558	" B. R. & P. #188, bought 1917	Appendix 5
"	200	4-6-2	"	1921	63104	new	
"	201	"	"	"	63105	"	
"	202	"	Richmon	1924	65547	"	
"	402	2-8-0	Juniata	1908	1824	ex Det., Tol. & Iron. #402, 1942.	ex Pa. 8273
"	405	"	Baldwin	1910	34681	" 405	" " 8648
"	805	4-6-0	Pitts.	1890	1153	" Wabash Pitts. Terminal #5	
"	806	"	"	"	1155	" #6	

P&WV	900-901	2-8-0	Brooks	1908	45990-91	ex Wabash Pittsburgh Terminal #900-901	
	910-919	"	"	1909	45980-45989	" 910-919	
	920-922	"	Pittsburgh	18	58080-82	ex West Side Belt #920-922	
	923-925	"	Brooks	1921	63011-13	" 923-925	
	950	"	Schen	1913	53733	ex W&LE #2412	
	951	"	Schen	"	53737	" 2416	
	1000-1002	2-8-2	Baldwin	1938	49679-81	new - USRA design	
	1010	"	Brooks	1918	58632	ex Monon (CI&L) #526, acq. 1942	
	1050	"	"	"	"	"	
	1100-1102	2-6-6-4	Bald.	1934	61788-90	new	
	1103-1106	"	"	1937	61950-51; 62016-17	new	
	926-928	2-8-0	Brooks	1921	62882-84	new	
	51 in 21	2-6-6-0	Schen	1910	47113	of West Side Belt #1001, acq. 1915, sold 1910 to Del. Hudson	
	51 in 21	"	"	"	47114	" #1002, " " Hudson #1500-1501	

Bruce and Clariton RR

Inc. 11-12-1901 Clariton, Jeff. Twnp to Bruce Sta. on Wheeling, Pitts & Butler, RR, 8 miles. Not built.
 Merged 5-23-1902 into West Side Belt RR.

Little Saw Mill Run RR

Inc. 4-15-1850 from mouth of Saw Mill Run on Ohio River to George's Run mouth of Chartiers Creek, Allegheny County and to coal mines.
 Built Pittsburgh (south side of river) to Banksville, 3 miles. Opened 4-1-1853.
 Supplement 4-9-1873 may extend up Painters Run, Upper St. Clair Twnp. (not done?)
 Merged into West Side Belt RR 7-25-1897. In 1878 a third rail, 36" gauge added, but removed in 1885.

"Economy"	4-4-0	Baldwin	1853	CN 513	54" dr.	18 tons
"Wm. Penn"	0-6-0	"	1856	715	42" "	15 "
3	"	Pitts.	1875	348	43" "	
4	"	"	1884	722	43" "	Became West Side Belt #4, 1897

Pittsburgh, Akron & Western RR

Inc. 9-3-1904 as reorg. of Pittsburgh & State Line RR. Controlled by West Side Belt RR as part of the Gould's Wabash system plans.
 Planned to built Pittsburgh to Wellsburg, Ohio, 60 miles. Not built. Superseded by Pitts., Carnegie & Western Ry. which built to Ohio line.
 Company merged into P&WV (along with State Line Connecting RR 2-18-1967 to form P&WV RR.

Pittsburg & Mansfield RR

Inc. 8-23-1893 Pittsburg to Mansfield, 5 miles.
 Merged 7-17-01 into Pittsburgh, Carnegie & Western Ry. Not built.

Pittsburgh & State Line RR

Inc. 10-27-1899 Pittsburgh to Wellsburg, Ohio, about 60 miles. Not built
 Reorg. 9-3-1904 as Pittsburgh Akron & Western RR

Pittsburgh, Canonsburg & State Line RR

Inc. 10-24-89 Pittsburgh to Wheeling, W. Va.
All stock owned by West Side Belt Ry as part of Wabash Gould system. This company tied in with Pitts, Akron & Western RR. PA&K chartered to carry out intentions of PC&SL.

Pittsburgh, Carnegie & Western RR

Inc. 7-17-1901 as consol. of Pittsburgh & Mansfield RR and Washington County RR.
Began construction Pittsburgh to West Virginia state line, 35 miles.
Merged 5-7-1904 into Wabash Pittsburgh Terminal RR

State Line Connecting RR (Ohio company merged into P&W Ry 2-18-1967.)

Wabash Pittsburgh Terminal RR

Inc. 5-7-1904 as consol. of Pittsburgh, Carnegie and Western RR, Cross Creek RR (W.Va.), and Pitts., Toledo & Western RR (Ohio).
Opened 6-19-1904 Pittsburgh to Pittsburgh Jct., Ohio, 59.9 miles at connection with Wheeling & Lake Erie RR ans Scotts Run Branch 3 miles to Belesfield, Pa. (at state line)

Bankrupt 5-20-1908. ^{Foreclosed 8-15-1916} Reorg. 11-20-1916 as Pitts. & West Virginia.
Intended to connect Wheeling & Lake Erie RR to the Union Railroad of Andrew Carnegie for hauling coal to the steel mills and iron shipments in competition to the Pa. RR.
Built in 1905 or maybe 1906 from Longview on West Side Belt RR to Mifflin, 3 1/8 miles to connect with Union RR.

At Pittsburgh tunneled under the mountain to reach the river, as part of extending the railroad across the river into the city center. Never completed from the junction with West Side Belt RR to the river.

ICC Auth. aband. 9-30-1931 from West Belt Jct. thru the tunnel to the river, across the river and to the terminal in Pittsburgh's Triangle. This line was double track with 3300 ft. tunnel near Woodruff Ave. Bridge and tunnel were to be sold to the county for highway. 1.4 miles. Abandonment not done.

ICC auth. 8-7-1947 1.1 miles from south portal of the tunnel under Mt. Washington to the 4th Ave terminal in the Triangle. .3 mile from south portal to West Belt Jct. not to be aband. Freight terminal in Triangle had recently been destroyed by fire and was little used.

1	4-6-0	Schen.						Sold 1906 Northwestern Car & Ren. 820
2	2-8-0			ex Pa. RR #				Sold 1906 Northwestern Car &
3	"			" "	#			
4	0-6-0	Baldwin 1888	9536	ex Cornwall & Lebanon RR #4				
5	4-6-0	Pitts. 1890	1153	ex P&LE #64.		Later P&WV #805		
6	"	"	1155	" "	66	" "	806	
330	4-4-0			ex P&LE ???				
331	"			" "	???			

Built by the Goulds as their entrance to Pittsburgh for a nationwide rail system. Opened in 1904 first portion. Numbered into Wheeling & Lake Erie series 1905.

2201-2206	Rogers	1905	0-6-0	37537-42	Became W&LE #2201-6 in 1905
2001-2006	Brooks	1905	4-4-2	30916-21	Became W. & L. E. in 1905.
2101-2150	"	"	2-8-0	30845-94	" " in 1905
910-919, 900-901	Brooks	1909	2-8-0	45980-91	Became P&WV 910-919, 900-1

Washington County RR

Inc. 4-17-1900 Green Tree Boro, Allegheny Co. to Venice, Washington Co., 15 mi.
Merged 7-17-1901 into Pitts, Carnegie & Western Ry. Not built

West Side Belt RR

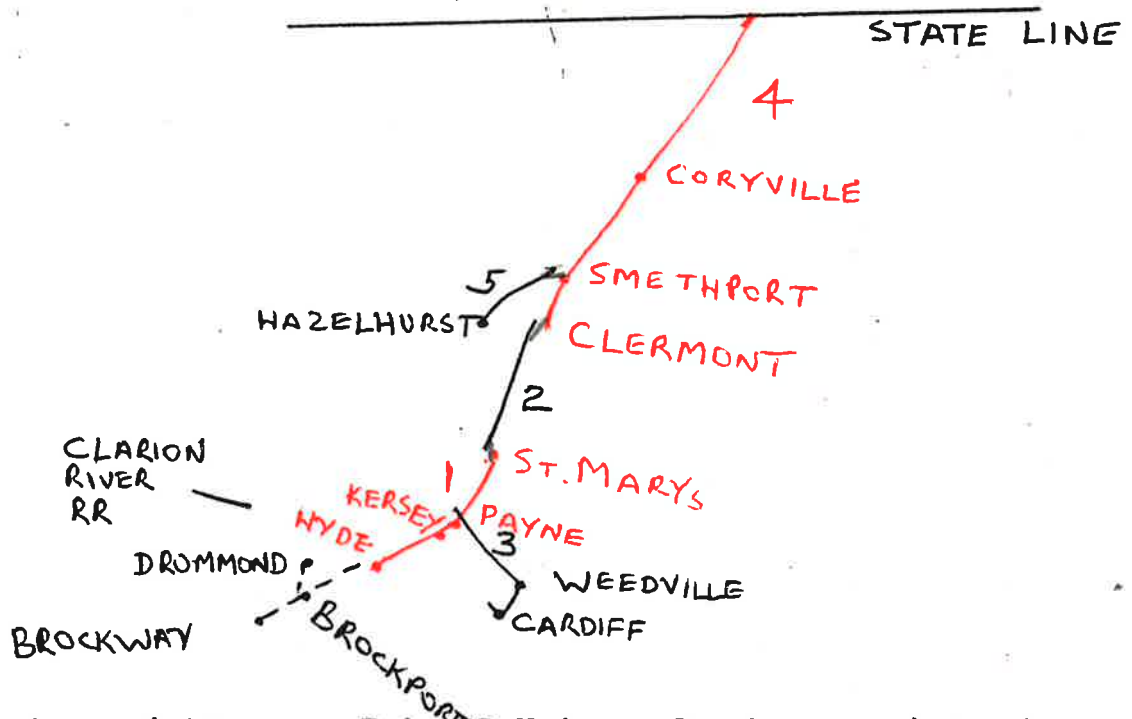
Inc. 7-25-1895 to build from Pittsburgh to Monongehelia, 31 miles. Absorbed the Little Saw Mill Run RR, Pittsburgh to Banksville, 3 miles, July 25, 1897. This was a coal mine road. 1.2 miles of L.S.M. RR rebuilt from Pittsburgh to Banksville Jct. and then W.S.B. built on the former roadbed of the Pittsburgh, Castle Shannon & Washington RR several miles on its way to Clairton. Remainder of L.S.M. RR used as a branch.

Built to Bruce 1902, 12.8 miles; to Clairton, 8 miles, 1903.
Bankrupt 6-22-1908 as result of Wabash RR failure. Merged 12-31-1928 into P. & W.Va. Railroad controlled by the Goulds. Built for coal. P&WV leased WSB 1-1-1921.

Engines were numbered into Wheeling and Lake Erie

RR series in Jan. 1908									
1	2-8-0	Pitts.	1903	27190	New.	Ren. 750, 1908			
2	"	"	"	27191	"	" 751, 1908			
3	4-6-0	"	1896	1591	ex P&LE #81				
4	0-6-0	"	1884	722	ex Little Saw Mill Run #4.	Sold 1907 to Hunkeh			
5	0-4-0	"	1888	970	ex P&LE #39.	Ren. 6			
6	0-4-0	Pitts	1888	970	ex #5	Bros. Contracting, Cleveland, Ohio			
920	2-8-0	"	1918	58080	New	Became P&WV 920			
921	"	"	"	58081	"	921			
922	"	"	"	58082	"	922			
923	"	Brooks	1921	63011	"	923			
924	"	"	"	63012	"	924			
925	"	"	"	63013	"	925			
1001	0-6-6-0	Schen	1910	47113	"	Sold P&WV #20, 21 1915 to #50 RBT to 2-6-6-0			
1002	"	"	"	47114	"	" 21 1915 " 251			
340	4-4-0	Rhodes	1888	1971	ex U.P. 795, bought about 1911.	??????			

PITTSBURGH, SHAWMUT & NORTHERN RR



Trackage rights over Erie RR Hyde to Brockway to interchange with Pitts. & Shawmut RR and to a coal mine at Drummond.

Pittsburgh, Shawmut & Northern RR	4	E.	8-1-8	Aband. 1947
Inc. 8-1-97				
Buffalo, St. Marys & Southwestern RR		E.		
Inc. 1-20-97				
St. Marys & Southwestern RR	1	E.		
Inc. 6-19-93				
Buffalo & St. Marys RR	2			
Inc. 6-5-95				
Smethport & Olean RR				
Inc. 12-5-95				
Mt. Jewett, Clermont & Northern RR		E.	5-26-97	
Inc. 5-26-97				
Mt. Jewett & Smethport RR	5	E.		
Inc. 5-27-92				
Emporium & Mt. Jewett RR				
Inc. 10-28-95				
Mill Creek Valley RR				
Inc. 6-13-99				
Kersey RR	3			Aband. 1947
Inc. 3-13-00				

Clarion River RR E. (operated & leased 8-2-99 to 7-31-26)

Brockport & Mahoning - Pitts. & Shawmut RR (leased 1903-1916)

E. - Owned locomotives

Additional information:
 Pittsburgh, Shawmut & Northern RR by P. Pietrak; R&LHS Bulletins 61, 64, 82, 92, 93, 96

Incorporated in Pa. 8-1-99 as consolidation of four companies. Its operations predate Pennsylvania construction. In New York the lines, originally narrow gauge, served agricultural area. The two lines at St. Marys were intended to be used for logging adjacent tracts until coal was developed. P.S.&N. was then primarily a coal hauler with most of it coming from Weedville area and the remainder near Hyde and Drummond. The railroad was too lightly constructed, too mountainous to be efficiently operated nor were the coal mines sizeable.

Principal routes: Hyde and Weedville to Wayland, N.Y. for coal going to Buffalo.
Principal freight: coal. There was almost no industry on the railroad except at St. Marys and Olean.

4 consolidated companies: Buffalo, St. Marys & Western RR - Clermont - Hyde
Smethport & Olean RR no track
Mill Creek Valley RR no track
Mt. Jewett, Clermont & Northern RR Hazelhurst to Smethport

Built: Smethport to Coryville, 7½ miles 1900
Coryville to White House, NY, 11 miles 1909-10 (replaced Penna. RR trackage rights)
Clermont to Kasson, 7.8 miles 10-1-03 opened.

Bankrupt 8-1-05. Never reorganized. Operations discontinued 4-1-1947 and torn up promptly
I.C.C. authorized aband. 12-26-1946. Locomotives: Page 447.

Sold 1947 trackage in St. Marys and 2 miles Coryville south to Farmers Valley to Penna. RR. Oil refinery at Farmers Valley.

Buffalo & St. Marys RR

Inc. 6-5-1895 and built 1896 St. Marys north to Clermont, Elk County
Intended to serve forest needs of St. Marys Kaul & Hall saw mill No equipment.
Merged 1-20-1897 with St. Marys and Southwestern RR to form Buffalo, St. Marys, & Southwestern

Buffalo, St. Marys & Southwestern RR

Inc. 1-20-97 ad merger of Buffalo & St. Marys RR and St. Marys and Southwestern RR,
Clermont to Kersey, Elk County.

Reorg. 8-1-99 as Pittsburgh, Shawmut & Northern RR

This railroad used the same engines and engine numbers as St. Marys and Southwestern, its predecessor plus purchasing the following new engines.

5	2-6-0	Brooks	1897	2739	new.	PS&N #20.	Sc.	1928
11	"	"	"	2736	"	PS&N #21.	Sc.	1924
40	2-8-0	Pittsburgh	1899	1974	"	"	40.	Sc. 1924
41	"	"	"	1975	"	"	41	" "
42	"	"	"	2006	"	"	42	" "
43	"	"	"	2007	"	"	43	" "

Emporium & Mount Jewett RR

Inc. 10-28-95 to run from near Emporium to near Mt. Jewett. Not built
Merged 5-26-97 with Mt. Jewett & Smethport RR to form Mt. Jewett, Clermont & Northern RR.

Kersey RR

Inc. 3-13-1900 to run from "Payne" on P.S.&N. to Weedville area coal fields.

Built Payne to Weedville, 9.6 miles, 1901

Weedville to Cardiff, 2.5 miles, 1902

Browns Run Br. from Weedville to Mine #42, 1.4 miles, 1907

Leased to P. S. & N. 1901. No equipment. Abandoned 4-1-1947

Mill Creek Valley RR

Inc. 6-13-99 from Hyde, Elk County, to Brookville, Jefferson County, 26 mi. Merged 8-1-1899 into PS&N
Intended to serve coal fields. As railroad would parallel the Erie RR, its was never built

Mount Jewett & Smethport RR

Inc. 5-27-92 Mt. Jewett to Smethport, McKean Co., 15 miles

Built Mt. Jewett to Hazelhurst, 5 miles, 1892; Hazelhurst to Marvindale, 3 miles, 1895

Merged 5-26-97 with Emporium & Mt. Jewett (never built) to form Mt. Jewett, Clermont & Nuc. RR

Intended to serve a saw mill at Hazelhurst. Had 2 locomotives. Did not become of interest to owners of PS&N until 1898. Built Marvindale to Smethport 1899

Aband. Marvindale to Hazelhurst 11-28-1932. Had served glass factory closed in 1931.

No.	Type	Builder	Built	C.N.	Tons	Origin-Disposition
173	2 Tr.	Shay	1887	173	28	B.F. Hazelton - unknown
395	"	"	1892	395	40	New - Byers, Allen Lbr., Lenoir, Pa.
7	4-4-0					Unknown - sold P.S.&N #2

Mount Jewett, Clermont & Northern RR

Inc. 5-26-97 as a merger of Mt. Jewett & Smethport RR and Emporium & Mt. Jewett RR, Mt. Jewett to Marvindale, 8 miles.

Merged 8-1-99 into P. S. & N. R.R.

Built Marvindale to Smethport by PS&N 1899

Abandon. Mt. Jewett to Hazelhurst 1907-1908; Marvindale to Hazelhurst (glass plant there after saw mill closed) 1947.

Shawmut Coal Mining Co.

Inc.

Either this company or lumber company built from Horton City to Drummond, Elk Co., 2 miles. Not known who owned it. Not listed in Poors as owned by PS&N, but topographic maps list that way as being PS&N. Built originally for lumber shipping.

PITTSBURGH, SHAWMUT & NORTHERN RR

St. Marys & Southwestern RR

Inc. 6-19-93 to build from St. Marys to Croyland. Built from St. Marys to Kersey, 10 miles, Elk County, in 1894 and from Kersey to Elbon and Hyde in 1895. Serve coal mines
Merged 1-20-97 with Buffalo & St. Marys to form Buffalo, St. Marys & Southwestern RR

11 miles.

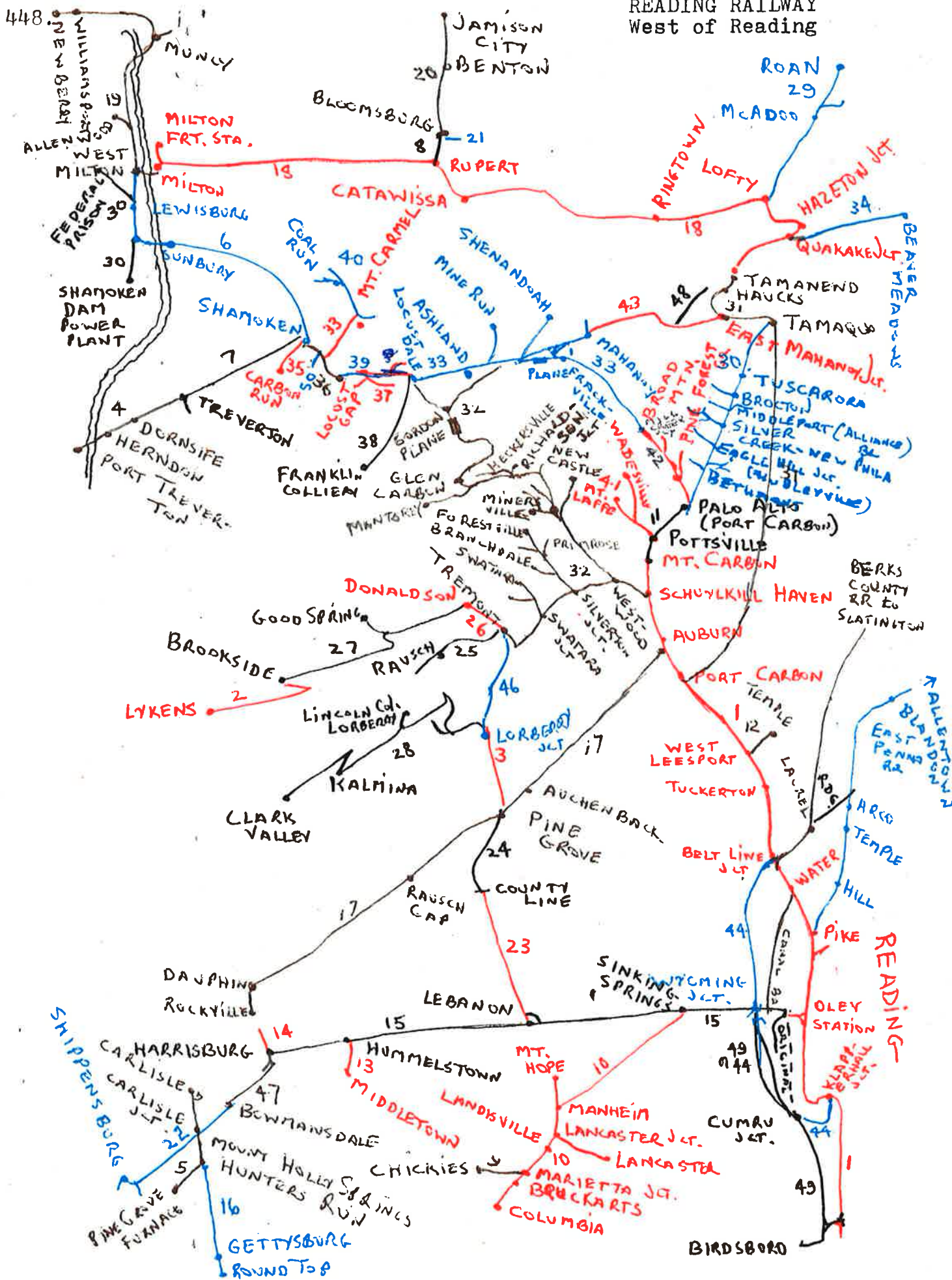
1	4-4-0				Pa. RR D-5.	PS&N #1.	Sc. 1906
3	4-6-0				Pa. RR G-2.	PS&N #3	Sc. 1905
5	unknown.	May not have existed					
7	2-8-0	Brooks	1896	2663	new	PS&N #44	Sc. 1924
9	"	"	"	2664	"	PS&N #45	Sc. 1925

Smethport & Olean RR

Inc. 12-5-95 to build from Smethport to State Line near Portville, 18 miles. Not built.
Merged 8-1-99 into P. S. & N. so as to give the PS&N authority to build on this route.

P. S. & N. Locomotives	No.	Type	Builder	Date	C.N.	Origen	Acq.	Scrapped
	1	4-4-0		1873		Penna. RR D-5	1899	1904
	2	"	Rogers			Mt. Jewett, C&North.	"	1906
	3	4-6-0	Altoona			Penna. RR G-2	"	1905
	4	4-4-0	Baldwin	"	"	Allegh. Cent.	4	"
	5	2-6-0	"	1881	5975	"	5	"
	6	"	"	"	5979	"	6	"
	7	"	Brooks	1879	349	"	7	"
	8	4-4-0	Cooke	1886	1721	CNY&W 32	"	1924
	9	"	"	"	1726	" 34	"	1928
	10	"	Brooks	1889	1564	" 2	"	"
	11	"	"	1890	1655	" 5	"	1912
	12	"	"	"	1656	" 6	"	1932
	13	"	"	1889	1563	" 1	"	1928
	14	4-6-0	Cooke	1886	1727	" 23	"	1916
	15	"	"	"	1715	" 21	"	1912
	15	2-6-0	Baldwin	1913	41015	new	"	1936
	16	"	"	"	39662	"	"	"
	17	"	"	"	39663	"	"	"
	18	"	Dickson	1872	111	DL&W #237, bought 1903	"	1916
	19	"	"	"	108	#251	"	1909
	20	"	Brooks	1897	2739	B.St.M&SW #5	1899	1929
	21	"	"	"	2736	#11	"	1924
	22	0-6-0	Baldwin	1903	21663	new	"	1947
	23	"	"	1905	25712	"	"	"
	40	2-8-0	Pittsburgh	1899	1974	"	"	1924
	41	"	"	"	1975	"	"	"
	42	"	"	"	2006	"	"	"
	43	"	"	"	2007	"	"	"
	44	"	Brooks	1896	2663	B.St.M&SW #7	1899	"
	45	"	"	"	2664	#9	"	"
	50	"	Baldwin	1904	23930	new	"	1947
	51	"	"	"	23070	"	"	"
	52	"	"	"	23980	"	"	1936
	53	"	"	1903	22359	"	"	1941
	54	"	"	1904	24043	"	"	1936
	55	"	"	1903	22415	"	"	1940
	56	"	"	1905	25186	"	"	1936
	57	"	"	"	25556	"	"	1943
	58	"	"	"	25598	"	"	1947
	59	"	"	"	25672	"	"	"
	60	"	"	1907	30227	"	"	1940
	61	"	"	"	30298	"	"	"
	62	"	"	1908	32769	"	"	1947
	63	"	"	"	32770	"	"	1940
	64	"	"	"	32771	"	"	"
	65	"	"	"	32782	"	"	1936
	66	"	"	"	32783	"	"	1940
	67	"	"	"	32807	"	"	"
	68	"	"	1910	35810	"	"	1948
	69	"	"	"	35811	"	"	"
	70	"	"	1911	35822	"	"	"
	71	"	"	"	35823	"	"	"
	72	"	"	"	35824	"	"	1947
	73	"	"	"	35825	"	"	"
	74	"	"	"	35992	"	"	"
	75	"	"	"	36035	"	"	1948
	76	"	"	"	36817	Pitts. & Shawmut #226, 1944	"	1947
	80	"	Pittsburgh	1903	26325	Pitts. & Lake Erie #174, 1926	"	1931
	81	2-10-0	Baldwin	1918	48132	Erie #2499, 1942	"	1944
	98	2-10-2	"	1907	30000	new	"	1930

READING RAILWAY
West of Reading



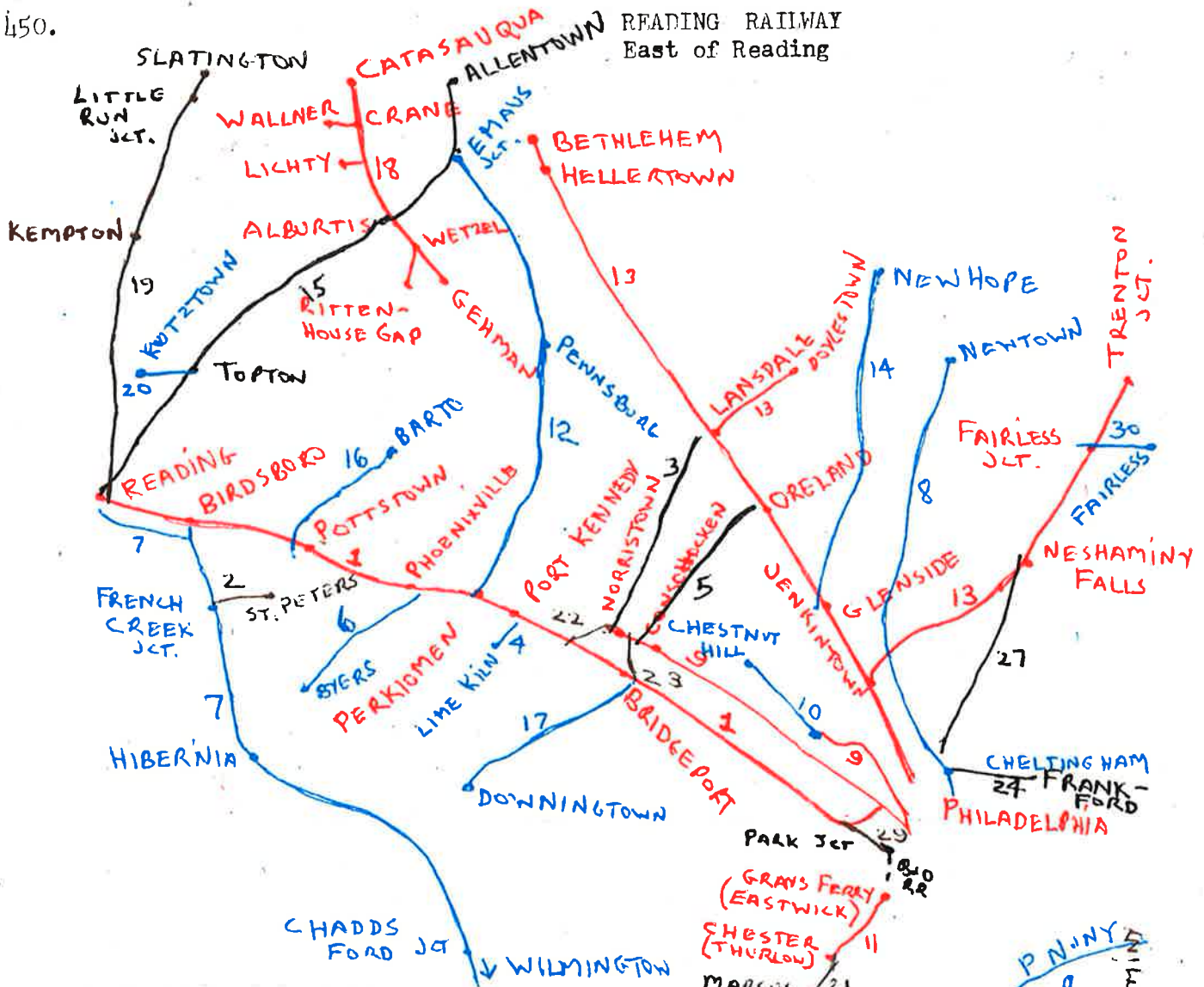
Reading to Williamsport

1. Philadelphia & Reading Ry. E.
2. Williams Valley RR E.
3. Union Canal Co. (Union Branch RR) E.
4. Treverton & Susquehanna RR
5. South Mountain Iron & R.R. Co.
6. Shamoken, Sunbury & Lewisburg RR
7. Shamoken & Treverton RR
8. Rupert & Bloomsburg RR
9. Reading, Marietta & Hanover RR
10. Reading & Columbia RR E.
11. Mount Carbon & Port Carbon RR
12. Moselem RR
13. Middletown & Hummelstown RR
14. Manufacturers RR
15. Lebanon Valley RR
16. Gettysburg & Harrisburg RR
17. Dauphin & Susquehanna Coal Co.
18. Catawissa, Williamsport & Erie RR E.
19. Catawissa RR
20. Bloomsburg & Sullivan RR E.
21. Bloomsburg Belt RR
22. Harrisburg & Potomac RR E.
- Lebanon & Pine Grove RR - 23
24. Pine Grove & Lebanon RR
25. Mount Eagle & Tremont RR
26. Donaldson Improvement Co.
27. Good Spring RR
28. Lorberry Creek RR
29. Tamaqua, Hazleton & Northern RR
30. Schuylkill Valley Navigation & R.R. Co. E.
31. Little Schuylkill Navigation R.R. & Coal Co. (Little Schuylkill RR) E.
32. Mine Hill & Schuylkill Haven RR E.
33. Mahanoy & Broad Mountain RR E.?
34. Little Schuylkill & Susquehanna RR
35. Carbon Run Improvement Co.
36. Enterprise RR
37. Locust Gap RR
38. Mahanoy Valley RR
39. Locust Gap Improvement Co.
40. Mt. Carmel & Natalie RR E.
41. Mount Carbon RR
42. Mill Creek & Mine Hill Nav. & R.R. Co.
43. East Mahanoy RR
44. Reading Belt RR
45. West Reading RR (Not mapped)
46. Swatara & Good Spring Creek RR
47. Philadelphia, Harrisburg & Pittsburgh RR
48. unknown (Tamanend to south portal Mahanoy tunnel).
49. Wilmington and Reading RR
50. BIG MOUNTAIN IMPROVEMENT Co.
- E. Owned locomotives

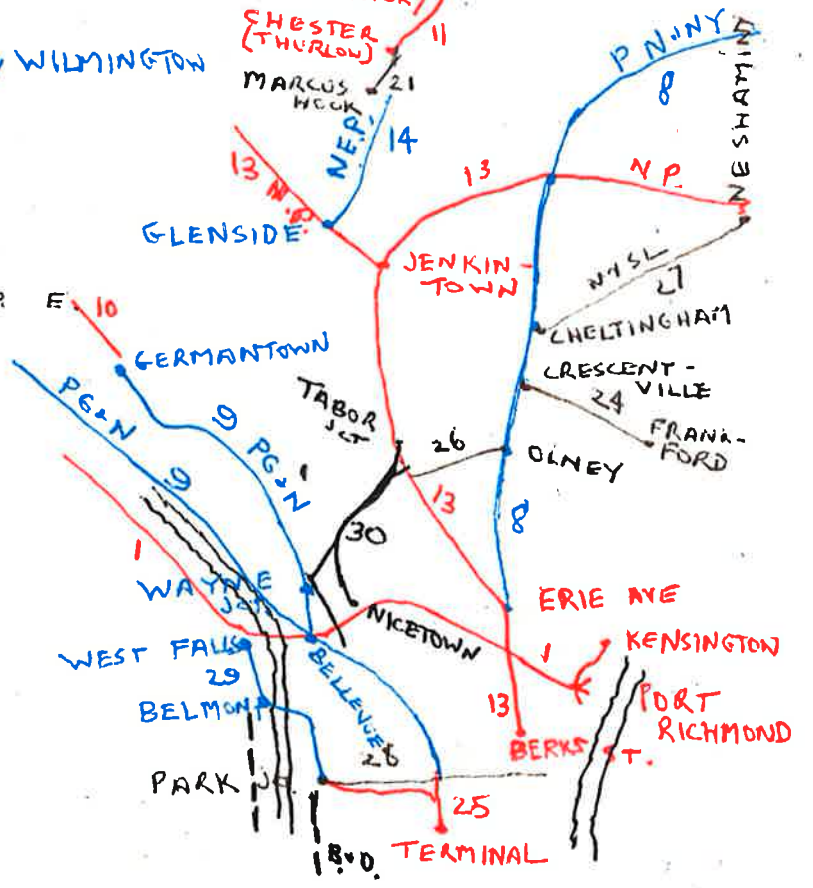
Companies which did not construct track, having acquired it later, which operated locomotives:
 Hunters Run & Slate Belt RR
 Schuylkill & Susquehanna RR

Refer to various county atlases of 1870s/80s for early track locations in cities which may vary somewhat in small details from later locations.

For greater detail in congested areas see Schuylkill and Luzerne County maps.



1. Philadelphia & Reading Ry.
2. Wilmington & Northern RR
3. Stony Creek RR
4. Port Kennedy RR
5. Plymouth RR
6. Pickering Valley RR
7. Wilmington & Reading RR
8. Philadelphia, Newtown & New York RP
9. Philadelphia, Germantown & Norristown RR
10. Chestnut Hill RR
11. Philadelphia & Chester Branch RR
12. Perkiomen RR
13. North Pennsylvania RR E.
14. North-East Pennsylvania RR E.
15. East Pennsylvania RR
16. Colebrookdale R^p
17. Chester Valley RR
18. Catasauqua & Foglesville RR E.
19. Berks County RR
20. Allentown RR
21. Chester & Delaware River RR
22. Norristown & Main Line Connecting RR
23. Norristown Junction RR
24. Philadelphia & Frankford RR
25. Philadelphia & Reading Terminal Co.
26. Philadelphia & Newtown Connecting RR
27. New York Short Line RR
28. Northern Liberties & Penn Twp RR
29. Philadelphia & Columbia RR
30. Reading Co. - Fairless Works
31. UNKNOWN



Conrail Inc. 4-1-76				4-1-1976
Reading Co. holding company until 1-1-1924 Inc. 12-7-1896				
National Co. Inc. 1-18-1873		12-7-1896		
Excelsior Co. Inc. 5-24-71	1-18-1873			
Philadelphia & Reading Ry. Inc. 4-4-1833	5-7-1857			
Lebanon Valley RR Inc. 4-1-1836	1864			
Locust Gap Improvement Co. Inc. 1850s?	1871?			
Union Canal Co. (Union Branch RR ?) Inc. 3-3-1826				3-21-1871
Mahanoy & Shamokin RR Inc. 9-17-1870	F?			
Mahanoy Valley RR Inc. 9-17-68				
Enterprise RR Inc. 3-21-1865				
BIG MOUNTAIN ROAD IMPROVEMENT CO. C. 1868 Mahanoy & Broad Mountain RR Inc. 3-29-1859		4-12-1851		
Shamokin & Treverton RR Inc. 8-27-68; used Mahanoy & Schuylkill Improvement Co. charter				9-17-1870
Shamokin & Bear Valley Coal Co. Inc. 1861-62			1869	
Carbon Run Improvement Co. Inc. 3-24-1851	4-5-1862			
Zerbe Valley RR Inc. 4-13-1868				
Treverton Coal Co. Inc. 3-28-1860	F?			4-13-1868
Treverton Coal & RR Co. Inc. 3-24-1856	F?			
Treverton & Susquehanna RR Inc. 4-25-1854	F			3-24-1856
Treverton, Mahanoy & Susquehanna RR Inc. 3-22-1850	4-25-1854			3-28-1860
Northern Liberties RR & Penn Township RR Inc. 4-23-1829				
Lebanon & Tremont RR Inc. 3-25-1871				
Lorberry Creek RR Inc. 3-30-1831				
Pine Grove & Lebanon RR Inc. 8-27-68				
Lebanon & Pine Grove RR Inc. NOT LISTED				
Good Spring RR Inc. 4-8-1861 or 1863; 3-26-69				
Swatara RR Inc. 3-25-1841	M.			1-24-1863
Swatara & Good Spring RR Inc. 4-2-1831	3-25-1841			
Donaldson Improvement Co. Inc. 4-20-1853	?			
Donaldson Improvement & RR Co. Inc: Not recorded, 1-11-42?	4-20-1853			
Eagle Iron Co. Inc. 5-5-1841	1841-1842			

1-1-24

1872-1898

5-8-71

3-25-1871

BIG MOUNTAIN ROAD IMPROVEMENT CO. C. 1868

<u>Reading Company</u>				
<u>Phila. & Reading Ry.</u>				Reorg. 11-17-1896
Inc. 4-4-1833				
<u>Port Kennedy RR</u>		6-9-1872		
Inc. 3-8-1859			6-12-72	
<u>Mount Carbon RR</u>				
Inc. 4-20-1829				
<u>Schuylkill & Susquehanna RR</u>				
Inc. 4-1-1859				
<u>Dauphin & Susquehanna Coal Co.</u>				
Inc. 4-5-1826				
<u>Peaslee R.R. & Improvement Co.</u>				
Inc. 3-12-1849		2-3-1851		
<u>Moslem RR</u>				
Inc. 3-23-1865				
<u>Manufacturer's RR</u>				
Inc. 6-21-70				
<u>West Reading RR</u>				
Inc. 3-20-1860				
<u>Philadelphia & Chester Branch RR</u>				
Inc. Not recorded				
<u>Chester & Delaware River</u>				
Inc. 10-9-1871				
<u>Middletown & Hummelstown RR</u>				
Inc. 7-31-1888				
<u>Rupert & Bloomsburg RR</u>				
Inc. 12-31-1888				
<u>Bloomsburg Belt RR</u>				
Inc. 1-28-1889		1900		
<u>Tamaqua, Hazleton & Northern RR</u>				
Inc. 5-18-1891				
<u>Norristown Junction RR</u>				
Inc. 11-15-1879				
<u>Philadelphia & Frankfort RR</u>				
Inc. 3-22-1892				
<u>Philadelphia, Harrisburg & Pittsburgh RR</u>				
Inc. 8-12-1890				
<u>Harrisburg Terminal RR</u>				
Inc. 6-3-1889				
<u>Harrisburg & Shippensburg RR</u>				
Inc. 7-2-1890				
<u>Harrisburg & Potomac RR</u>				
Inc. 12-4-1871				
<u>Miriam Iron Co.</u>				
Inc. 5-3-1869		12-4	1871	
<u>Schuylkill & Lehigh RR</u>				
Inc. 6-14-1880				
<u>Reading & Lehigh RR</u>				
Inc. 12-5-1874?		12-5	1874	1881
<u>Berks County RR</u>				
Inc. 3-29-1871				
<u>Shamoken, Sunbury & Lewisburg RR</u>				
Inc. 2-12-1882				
<u>New York Short Line RR</u>				
Inc. 5-7-1903				
<u>Norristown & Main Line Connecting RR</u>				
Inc. 11-19-1901				
<u>Reading Belt RR</u>				
Inc. 4-9-1900				
<u>Bloomsburg & Sullivan RR</u>				E
Inc. 12-27-1883				
<u>Catasauqua & Fogelsville RR</u>				E.
Inc. 4-20-1854				
<u>Philadelphia & Reading Terminal Co.</u>				
Inc. 4-13-1888				

1-1-1924

12-1-1929

8-10-1944

12-31-1945

Next Page

Reading Company

<u>Allentown RR</u> Inc. 4-19-1853				
<u>Auburn & Fort Clinton RR</u> Inc. 3-13-1854	1-1	1857		
<u>Colebrookdale RR</u> Inc. 3-23-1865				
<u>Gettysburg & Harrisburg Ry.</u> Inc. 7-16-1890				
<u>South Mountain Ry. & Mining Co.</u> Inc. 8- -1877				
<u>South Mountain Iron (& RR Co.)</u> Inc. 4-23-1864	2- -	1877	2-16-1857	
<u>Gettysburg & Harrisburg RR</u> Inc. 9-27-1882	M.			
<u>North-East Pennsylvania RR</u> Inc. 12-14-1870				
<u>Perkiomen RR</u> Inc. 3-23-1865				
<u>Norristown & Allentown RR</u> Inc. 4-6-1854	4-6	1854	3-23	1865
<u>Norristown & Freemansburg RR</u> Inc. 4-23-1852	4-6	1854		
<u>Philadelphia & Chester Valley RR</u> Inc. 3-7-1888				
<u>Chester Valley RR</u> Inc. 4-22-1850	3-7	1888		
<u>Norristown & Valley RR</u> Inc. 4-15-1835	4-22	1850		
<u>Pickering Valley RR</u> Inc. 4-3-1869				
<u>Reading & Columbia RR</u> Inc. 5-19-1857	E.			
<u>Stony Creek RR</u> Inc. 4-14-1868				
<u>Williams Valley RR</u> Inc. 9-19-1891	E.			
<u>Chestnut Hill RR</u> Inc. 4-10-1848				
<u>Mount Carbon & Fort Carbon RR</u> Inc. 7-16-1842				
<u>Mill Creek & Mine Hill Nav. & R.R. Co.</u> Inc. 2-7-1828	E.			
<u>Schuylkill Valley Nav. & R.R. Co.</u> Inc. 3-20-1827 (canal); 4-14-1828 (RR)	(Schuyl. Valley R.R.)			
<u>East Mahanoy RR</u> Inc. 4-21-1854				
<u>Mine Hill & Schuylkill Haven RR</u> Inc. 3-24-1828				
<u>Schuylkill West Branch Canal</u> Inc. 3-29-1819	3-24	1828		
<u>Mount Eagle & Tremont RR</u> Inc. 4-8-1851	PR. 1867			
<u>Locust Gap RR</u> Inc. 4-16-1859				
<u>Little Schuylkill Nav. RR & Coal Co. (Little Schuylk. RR)</u> Inc. 4-23-1829				
<u>Schuylkill East Branch Nav. Co.</u> Inc. 2-20-1826	4-23	1829		
<u>Catawissa RR</u> Inc. 8-14-1860				
<u>Catawissa, Williamsport & Erie RR</u> Inc. 3-20-1849	E.?		P-14	1860
<u>Little Schuylkill & Susquehanna RR</u> Inc. 3-21-1831	3-20	1849		

12-31-1845

12-1-1847

12-31-1848

12-31-1849

2-28-1850

10-1-1851

4-30-1852

6-30-1853

4-1-1876

NEXT PAGE

Reading Company		Reading Railway		-4-		CONRAIL	
<u>Allentown Terminal Co.</u> Inc. 8-20-1888							
<u>East Pennsylvania C.R. E.</u> Inc. 4-21-1857		4-21 1857					
<u>Reading & Lehigh RR</u> Inc. 5-9-1856						12-31-1945	
<u>North Pennsylvania RR E.</u> Inc. 4-18-1853		4-18 1853					
<u>Philadelphia, Easton & Water Gap RR</u> Inc. 4-8-1852							
<u>Philadelphia, Germantown & Norristown RR E.</u> Inc. 2-17-1831						4-1-1976	
<u>Philadelphia, Newton & New York RR</u> Inc. 1-29-1873							
<u>Philadelphia & Newton RR</u> Inc. 3-20-1872		3-20 1872		1-29- 1873			
<u>Philadelphia & Montgomery County RR</u> Inc. 4-2-1860				10--1892		10-1976	
<u>Philadelphia & Newton Connecting RR</u> Inc. 3-1-1892							
<u>Plymouth RR</u> Inc. 3-18-1836						9	
<u>Wilmington & Northern RR E.</u> Inc. 1-18-1877							
<u>Wilmington & Reading RR</u> Inc. No Record				1-12-1877			
<u>Baltimore, Philadelphia & N. Y. RR</u> Inc. 12-7-1874		12-7 1874					
<u>State Line & Juniata RR</u> Inc. 4-5-1870							
<u>Berks & Chester RR</u> Inc. 4-20-1864							
<u>Mount Carmel RR E</u> Inc. 12-11-1906		12-11 1906		Aband. 9-30-1952 Corp. dissolved 1953			
<u>Mount Carmel & Natalie RR</u> Inc. 3-20-1891							
<u>Reading, Marietta & Hanover RR</u> Inc. 9--1881				Aband. 4-27-1930			
<u>Hanover Junction & Susquehanna RR</u> Inc. 3-28-1872				1881			
<u>Philadelphia & Columbia</u> Inc. 3-24-1828				(purchased track about 1850) (See Penns R.R.)			

Additional information:
R&LHS Bulletins 105, 108, 106, 107

SWEDES FORD BRIDGE CO. AUTH. 3-30-1848 THE P.O.R. TO LAY A TRACK ON THEIR BAIDS TO CROSS SCHUYLKILL RIVER TO REACH PHILA, GERMANTOWN & NORRISTOWN RR JUST EAST OF NORRISTOWN.

Philadelphia and Reading R.R.

Inc. 4-4-1833 Reading to Philadelphia or on the line of the Phila. & Columbia RR or the Philadelphia, Germantown, and Norristown RR.
 Suppl. 3-31-1837. Can extend from Reading to Port Clinton if Little Schuylkill Nav. R.R. & Nav. Co. is willing to transfer their rights.
 Suppl. 3-20-1838. Can extend to Pottsville from Reading or connect with Mount Carbon RR; also build a branch to Norristown; build a branch to Phila. & Columbia RR
 Act. 4-25-1844. Locomotive speed limited to 3 mph between Bingaman and Walnut Sts., Reading. Fine of \$5-10 or jail of 5 to 20 days.
 Suppl. 4-15-1846 may connect with Phila., Germantown & Norristown RR at Norristown, Conshohocken, and Manayunk.
 Suppl. 5-5-1855 May purchase Northern Liberties and Penn Twnp. RR and relay track from junction with P&R to Delaware River
 Suppl. 5-7-1857 merges Lebanon Valley RR into P&R (first merger)
 Suppl. 4-5-9-1859. May extend Lebanon Valley RR from Harrisburg to Dauphin to connect with Northern Central RR (On 11-1-1860 the Penna. RR gave trackage rights and so line not built.)
 Built: Reading to Norristown 1838; Reading to Mount Carbon 1842; Norristown (south side of river) to Philadelphia 1842; Schuylkill River to Port Richmond 1842, 3.5 mi bought 1850-51 from Phila. & Columbia RR their planes and track in Philadelphia. This is present route along Schuylkill River to downtown Phila. Present Rdg. bridge over Schuyl. is on same location as P.&C.RR was. Came down Penna. Ave. just north of Callowhill to Broadway and down Vine. From Belmont, near foot of planes, to Broad and Vine, 1850. Track removed into Broad and Vine when when station built, 1892.
 Merged into P&R: Lebanon & Tremont RR 5-8-1871, Mahanoy & Shamoken RR 3-21-1871; Schuylkill and Susquehanna RR 6-19-1872; West Reading RR 4-2-1873; may purchase Manufacturers RR and extend it to P&R RR near Rockville (Harrisburg).
 Reorg. 11-17-1896 as P&R Ry following foreclosure 9-23-1896.
 Merged into Reading Company 1-1-1924.
 Reading Company merged into Conrail 1976 (tracks and equipment). Land and buildings remained mostly with the Reading Co.
 Built Lehigh to Area in Reading 1960 as frt. bypass for Harrisburg to Allentown.

The Reading was built to handle hard coal in competition with the canals. It also extends to Harrisburg to the state capital and further southwest which in later years hauled soft coal from the Western Maryland, and after the W.M. extended to Connelisville, merchandise from the west. The line to Williamsport was initially to give an outlet for hard coal and compete with the canal. It later hauled soft coal in conjunction with the N.Y.C. from Clearfield County area and coal and freight coming down the Fall Brook RR on Pine Creek.
 ICC auth.aband: 2-25-1982 1 mile Port Richmond north along river to Kensington; 7-2-1984 .7 mile spur branch at Royersford; 7-19-1984 .6 mile Spruce St. branch in Reading.

Allentown RR

Inc. 4-19-1853 Allentown to P.&R. between Eading and Port Clinton and a branch into Kutztown. Suppl. 4-13-1854 may merge with Lehigh Valley RR; Auburn and Port Clinton RR and connect with North Penna. RR. Suppl. 3-24-1860 May extend their RR 11 miles from Auburn to connect with any RR in Schuylkill County (to compete with Rdg. RR by connecting to Mine Hill & Schuylkill Haven RR.
 Merged 1-1-1857 Auburn & Port Clinton RR into A.RR.
 Built: did much grading and bridge work Port Clinton to Hamburg, a tunnel toward Virginville, 1855-57 and on toward Allentown and Kutztown. Only laid 4 1/2 miles, Topton to Kutztown, built 1856-57.
 Control acquired by Reading 7-12-1860 when Rdg got Schuylkill & Susquehanna RR.
 Merged 12-31-1945 into Rdg.
 Allentown RR sold to state of Penna, all, Topton to Kutztown and 8-1-1983 operation taken over by Anthracite Ry. from Conrail.

Allentown Terminal RR: See Lehigh Coal & Navigation - C.M.J. sheets

Auburn & Port Clinton RR

Inc. 3-13-1854 from Dauphin and Susquehanna Coal Co's RR near Auburn to Allentown RR at Port Clinton, Suppl. 4-13-1854 may merge with Lehigh Valley RR (not done)
 Merged 1-1-1857 into Allentown RR.
 Intended to make through route New York to Allentown to Harrisburg. Only did a little grading work near Auburn in 1855-56

Baltimore, Philadelphia & New York RR

Inc. 12-7-1874 as reorg. of State Line & Juniata RR and consolidation with Chester Creek and Brandywine RR (in Md.). Intended to run Philadelphia to Baltimore and Licking Creek, Pa. 226 miles. No track laid. Acquired by Wilmington & Reading RR 5-31-1875. Foreclosed 12-4-1876 and reorg. as Wilmington Northern RR 1-18-1877. See Maryland & Delaware River RR

Berks & Chester RR

Inc. 4-20-1864 Birdsboro, Berks County to any RR in Chester County. Suppl. 3-16-1866 may connect and merge with Delaware & Penna. State Line RR (Del.)
 No track laid. Acquired by Wilmington & Northern 1-18-1877

Berks County RR

Inc. 3-29-1871 and built Reading to Slatington, 41.2 miles, completed July 1874. Foreclosed 12-5-1874 and reorg. as Reading & Lehigh RR.

-	Kittatiny	0-8-0	Baldwin	1856	704	flexible beam loco	Rdg #400	Sq. 1876
1	Maiden Creek	2-6-0	"	1873	3450		401	1900
2	Slatington	"	"	"	3452		404	1909

 Kittatiny bought 1873-74 from North Lebanon RR.

Berks County RR abandonments

- 11-3-1949 Best to Little Run Jct. (Slatington) 1 1/2 miles
- 1-22-1960 .6 mile near Butternut St. in Reading
- 11-15-1960 Union Canal Branch, 1.9 miles, at Reading.
- 9-9-1960 Best to Germansville, 3.5 miles
- 9-5-1965 .6 mile in Reading from M.P. 2.7 to 3.2
- 8-1-1962 11.4 miles, Kempton to Germansville. 3 miles of this from Kempton to Wanamaker sold to Wanamaker. Kempton & Southern RR as tourist outfit.
- 12-8-1970 Kempton to Evansville, 12.6 miles
- Built from Allentown Br. (East Penna. RR) at Laurel (Laureldale) over to B.O. RR, about .8 miles which allowed removal of line into Reading in 1960
- Track in existence 1986, Laurel to Evansville, 5.8 miles.

BIG MOUNTAIN IMPROVEMENT CO. - SEE PAGE 458

Bloomsburg & Sullivan RR

Inc. 12-27-1883 and opened Sept. 1888 Bloomsburg to Jamison City, Columbia Co., 30 miles to serve saw mill and tannery. Had locomotives. Inc. 1883 to run Bloomsburg to Bernice, 46 mi. for Sold to Reading 12-1-1928. To serve community of Benton and farm area south. Aband. 1925-26 Benton to Jamison City after tannery closed. Aband. after June 1972 flood washed out parts of line. Had been serving agricultural interests. Built 1887-1888.

Bloomsburg & Sullivan RR abandonments (all now aband.)

- 3-9-1920 Jamison City to Benton, 9 miles. Track to be removed after 6-1-1920 so Elk Tanning Co. can remove machinery
- 9-22-1970 Benton to Light Street, 1.6 miles
- 9-13-1972 Light Street to Bloomsburg, 5.3 miles. (track damaged by June flood)

	Built	Bought	Origin	C.N.
1 4-4-0	NJLW 1864	9/1887	C.N.J. #43 "Starling"	
1 "	Altoona 1873	4/1893	Pa. #923, class D-4	201
2 "	NJLW 1864	11/1887	C.N.J. #44 "Robin"	
2 "	" 1873	3/1902	D.L.&W. #106	
3 4-6-0	Bald. 1872	1889	H.&B.T.M. #19	2888
3	?			
4 4-6-0	Bald. 1870	1889	Wilmington & Nor. #10	2286
5 "	" 1905	New		24985
6 "	" 1906	"	Sold 1929 SI&E - Cheraw &	27262
7 "	" 1910	"		34810
8 "	" 1913	"	1929 Sold Minneapolis, Red	39396

None of engines obtained by Reading, #5-8 were numbered into the Rdg. system

B.&S.RR used rail line (or former roadbed) of Bloomsburg Iron Co. on Fishing Creek to DL&W RR, about 1 mile. (See Columbia County railroads.)

Bloomsburg Belt RR

Inc. 1-28-1889 to run from Bloomsburg & Sullivan -DL&W RR Jct. easterly to and on 7th St to iron furnace and westerly to canal (doesn't make sense) to Bloomsburg Iron Co. and to place of beginning.
 Built .8 mile from B.&S. Jct. with Rupert & Bloomsburg RR probably down toward canal. Company merged into R&B in 1900. Track removed part in 1896-7 and final .4 mile in 1898.

Carbon Run Improvement Co.

Inc. 3-24-1851 to hold and develop coal lands in Northumberland Co. and build a railroad. Cannot sell coal, must lease mines. Sold to SHAMOKEN & BERTHOLES RR 1868
 Built a railroad at Shamoken in Bear Valley 2 miles on Carbon Run.
 Act. 4-5-1862 the company with its RR acquired by recently formed Shamoken and Bear Valley Coal Co.

Abandonments (all):

- 5-22-1962 .15 mile end Carbon Run br. and .2 mile of Bear Creek colliery br. which ran off it.
- 7-39-1966 .7 mile end of Carbon Run br. (leaves 1.6 miles) and .15 mile Bear Cr. br.
- 5-7-1973 .2 miles Shamoken to Fairview section of Shamoken (may not be on Carbon Run br.)
- 9-23-1983 1.0 mile all Carbon Run Br. still remaining.

Catasauqua & Foglesville RR

Inc. 4-20-1854 as a change of name and purpose of Catasauqua and Foglesville Plank Road Co. from Catasauqua to Foglesville.
 Suppl. 4-8-1861 may construct branches to iron mines in Lehigh and Berks County not exceeding 6 miles. Suppl. 5-26-1863 may extend to Bath.
 Built 1857 Catasauqua to Albutis and Ritenhouse Gap, 20 miles, for iron ore. Branch Trexlerville to Breinegsville, 2.7 miles built before 1867 and later extended 2 miles to Lichty.
 Branch to Chapman, 1.5 miles; Wetzell to Bittenbender Gehman, 2 miles; Crane Jct. to Wallner, 3 miles built 1890-1910 period.
 Abandoned Wallner Br, Gehman Br and Lichty branch before 1955

Reading bought most of stock Nov. 1890. Merged into Rdg. 8-10-1944
 Abandonments (all abandoned)

ORIGINALLY BUILT TO HAUL IRON FROM FOGLESVILLE FURNACES TO CATASAUQUA

- 1-26-1940 Lichty to Breinegsville, 3.4 miles
- 1940-43 Sechlitzville to Gehman, 2 miles
- 3-2-1948 Breinegsville to jct. at Trexlertown, 1.8 miles
- 4-9-1943 Sechlitzville to Wetzell, 1.0 miles
- 2-24-1948 near Lock Ridge (just south of Albutis) to Rittenhouse Gap, 3.9 miles
- 4-21-1959 .7 mile at Lock Ridge
- 7-8-1963 1.4 mile in Whitenall Twp (location unsure except near river.)
- 1978-81 Seiple to Albutis, 11 miles
- 12-21-1981 Seiple to Catasauqua, 2.5 miles.
- 7-11-1949 Crane Jct. - Wallner, 3.3 miles.

Catasauqua & Foglesville RR locomotives:

Built in 1857. Leased to P&R in late 1890s but engines not numbered P&R until 1900

No.	Name	Type	Builder	Built	C.N.	Origen	P&R#	Scrap
1	unknown	4-4-0	Bald.	1873	3170	new	96	1905
1	Catasauqua	4-6-0	Bald.	1873	3170	new	92	
2	unknown	4-4-0	Bald.	1863	1110	new	93	1905
3	Maxatawney	4-6-0	Bald.	1863	1110	new	95	1910
4	David Thomas	"	Dickson	1866	18	new 53" drs. 17"x22"	94	1902
5	Metamora	"	Bald.	1868	1693	new		

Handwritten notes: #1 on 2 was Cooke 1858 "MACONGIE"

Note: #4 and #5. C&FRR records say #4 built 1881 by Baldwin. This might be a rebuild because Baldwin shows no engine built. #5 also listed as Baldwin 1890 rebuilt. #5 originally had 53" drivers, but Bald. rbt to 50". Cylinder size not changed.

Catawissa RR

Inc. 8-14-1860 as reorg. of Catawissa, Williamsport & Erie RR (subsidiary of P&RRR)

Merged 6-30-1953 into Rdg.

Built Nov. 1871 Milton to Williamsport.

In 1942 built 1-2 mi. spur running west from Allenwood to U.S.Govt. munitions depot. Track torn out after World

Catawissa RR abandonments:

8-2-1982 White Deer to 2 miles north of Montgomery, 8.6 miles. Not used since merged into Conrail and traffic transferred to Penna. RR line.

1982-83 sold 1 1/2 miles White Deer south toward Milton to National Ry. Historical Society for preservation. 1981 sold White Deer north to Allenwood, 2 miles, N.R.H.S.

5-22-1962 .6 miles in Williamsport - Dodge Extension Br. from jct. with Basin Br. (track near Susquehanna St.)

3-1986 .6 miles - all of Muncy Branch.

TRACK TORN UP ALLENWOOD - PA. RR CROSSING SOUTH OF MONTGOMERY IN 1981-82, 4 MILES

Catawissa, Williamsport & Erie RR

Inc. 3-20-1849 as renaming of Little Schuylkill & Susquehanna RR and may extend to Williamsport. Suppl. 4-26-1850 to extend to Danville.

Built 1853 on formerly prepared road bed of the LS&S from Catawissa-Lofty Tunnel-Lintner Gap to Tamanend (connection with Little Schuylkill RR)

Built 1853-54 Catawissa to Milton (connect with Sunbury & Erie RR). Trackage rights over S.&E. Milton to Williamsport, 1854-1871. Had locomotives.

Built Nov. 1871 Milton to Williamsport.

Reorg. 8-14-1860 as Catawissa RR under Reading control.

Catawissa, Williamsport & Erie RR abandonments (all now aband.)

5-17-1961 Grove branch in Montour County, .4 miles. (Don't know location.)

1-23-1983 Dougal Br. in Milton to south side Mahoning St, .6 miles and .2 mile branch to Shakespeare Rd. (Dougal branch went to AOF oar mriging plant, also served by former Pa. RR line.)

1976 Milton to Ringtown, 46 miles. Op. also. 1976 when merged into Conrail.

1981-82 Ringtown to Tamanend, 17 miles

C. W. & E. RR - Catawissa Locomotives

CRR No.	P&R No.	Builder	C/N	Date	Type	Cyls.	DD	Disposition
1	354	Hinkley	238	1849	4-4-0	16x20	54	Sc 1875
2	355	Hinkley	240	1849	4-4-0	16x20	54	Sc 1875
3		Norris			4-4-0	14x24	66	So 1862
3	356	Baldwin	1074	1862	4-6-0	17 1/2 x 22	48	Sc 1882
4		Norris			4-4-0	14x24	66	So 1862
4	357	Baldwin	1076	1862	4-6-0	17 1/2 x 22	48	Sc 1884
5		Norris		1854	4-4-0	14x24	66	To 2nd #7
5	358	Baldwin	1078	1862	4-6-0	17 1/2 x 22	48	Sc 1883
6		Norris		1854	4-4-0	14x24	66	So 1862
6	359	Baldwin	1080	1862	4-6-0	17 1/2 x 22	48	Sc 1883
7		Norris		1854	4-4-0	14x24	66	So 1862
7		Reb. W&E		1862	4-4-0	14x24	66	From 1st #5
7	360	Baldwin	1984	1867	4-4-0	17 1/2 x 24	60	Sc 1898
8		Norris		1854?	4-4-0	16x24	54	So 1862
8	361	Baldwin	1118	1863	4-6-0	17 1/2 x 22	48	Sc 1882
9		Norris		1854?	4-4-0	16x24	54	So 1862
9	362	Baldwin	1121	1863	4-6-0	17 1/2 x 22	48	Sc 1882
10		Norris		1854?	4-4-0	16x24	54	So 1862
10	130	Baldwin	1174	1863	0-8-0	20x22	43	To P&R 1864
10	363	Baldwin	2741	1872	0-6-0T	15x22	46	Sc 1910
11		Baldwin	480	1852	4-4-0	15x20	60	See note
11	364	Baldwin	1224	1864	4-6-0	17 1/2 x 22	48	Sc 1883
12	365	Norris			4-4-0	16x24	60	Sc 1875
13		Rogers	683	1856	4-4-0	16x22	56	So 1862
13	366	Baldwin	1225	1864	4-6-0	17 1/2 x 22	48	Sc 1884
14	367	NJL Wks		1856	4-4-0	16x22	60	So 1881
15	368	Lancaster L.W.		1856	4-4-0	16 1/2 x 22	60	Sc 1881
16	369	Lancaster L.W.		1856	4-4-0	16 1/2 x 22	60	Sc 1881
-17	370	Lancaster L.W.		1857	4-4-0	16 1/2 x 22	60	Sc 1876

Catawissa a RR cont.

18	371	Lancaster L.W.	1857	4-4-0	16 1/2 x 22	60
19		Rogers 743	1857	4-4-0	16 x 22	66
20		Rogers 745	1857	4-4-0	16 x 22	66
21		Hinkley		4-4-0	15 x 20	69
22		Trenton L.W.	1859	4-4-0	16 x 22	72
23	372	Baldwin	1864	4-6-0	17 1/2 x 22	48
24	373	Baldwin	1864	4-6-0	17 1/2 x 22	48

Sc 1881
Out by 1864
Out by 1864
?
Sc 1883
Sc 1882

"H.A. FONDA" SOLD 8-1864 TO ILL. CENTRAL RR
"ALEX S. DIVEN" " " " "

- Roster from R.L.H.S. Bul. #118.
1. Originally P. & R. "Vermont", bought in 1854.
 2. Originally P. & R. "Massachusetts", bought in 1853.
 - 1st 5. Rebuilt at shops of Williamsport & Erie R.R., in 1862. Renumbered 7.
 - 1st 10. Named "Elk" on the P. & R., and was later numbered 130.
 - 3rd 10. Was renumbered from 363 to 1st 1251, in April, 1900. Scrapped 1910.
 11. C/N 480, originally "Civilizer", built for Henry Campbell, and sold by him in 1863 to the Catawissa R.R., where it was renamed "America".
 14. Sold to the W. Va. C. & P. #1, in 1881. Scrapped in October, 1889.

Chester & Delaware River RR

Inc. 10-9-1874 Thurlow to Eddystone, Chester Co. Built Chester to Marcus Hook, 3.7 miles in 1875. Merged into Rdg. 1-1-1924 Built by Rdg interests. Opened Nov. 1874 & independently operated until 5-31-1875. Connected to P&R 7-15-1875. Loco?

Chester Valley RR

Inc. 4-22-1850 using expired charter of Norristown & Valley RR, Valley Creek on Phila. & Columbia RR - Hendersons marble quarry, Montgomery Co. to Norristown RR and Phil. & Rdg. RR at Bridgeport.

operated by PCIN from 1853-1859 FINANCIAL DISASTER

Suppl. 4-11-1862. Bankrupt.
Buil: Bridgeport to Downingtown, 21.5 miles. opened 9-12-1853. Leased to Reading 1-1-1859. Locomotives ?

Intended to serve growing Philadelphia area.
Reorg. 3-7-1888 as Philadelphia & Chester Valley RR

Abandonments (almost all now torn up)

- 1976-1981 Downingtown to Cedar Hollow, 11.5 miles
- 7-19-1984 Cedar Hollow to King of Prussia, 6.1 miles
- " Henderson St., m.p. 3.7, King of Prussia to m.p. 2.1, King of Prussia, 1.6 miles

Chestnut Hill RR

Inc. 4-10-1848 From terminus of Germantown Br. of Phila., Germantown & Norristown RR to Chestnut Hill, 4 miles. OPENED GERMANTOWN - CHESTNUT HILL, 4.2 mi Oct 1854

Suppl. 5-1-1852 may extend from present Chestnut Hill terminus to borough of Doylestown or to New Hope. (not built)

Leased to P.G.&N. prior to 1867. No locomotives. Intended for passengers going to Phila.
Merged into Rdg 12-31-1948. Acquired by Southeaster Penna. Trans. Authority March 1983.

Colebrookdale RR

Inc. 3-23-1865 Pottstown to Boyerstown to East Penna. RR in Berks Co. and branch to Catawissa & Foglesville RR
Built Pottstown to Bardo, 13 miles, opened 9-12-1869. Leased to Rdg 1-1-1870. Merged into Rdg. 12-31-1945. No locos.

Intended evidently as a connecting railroad but only partially built to serve a rural area (Iron mines ?)

Abandonments

- 11-22-1965 Barto to Bechtelsville, 1.6 miles
- '976-81 Bechtensville to Boyertown, 2.9 miles
- 8-1-1983 Boyertown to Pottstown, 8.5 miles taken over by the state and operation taken over by the Anthracite Ry.

Dauphin & Susquehanna Coal Co.

Inc. 4-5-1826 to build a canal on Stony Creek in Dauphin Co. and a railroad from the mines to the canal. Suppl. 4-16-1838 allows building a RR on Stony Creek. Suppl. 2-26-1852 allows building a RR west to Schuylkill Co. to connect with canal or RR. Suppl. 3-4-1857 may lease their RR. Suppl. 2-3-1851 Pequa RR & Improvement Co. (Inc. 3-12-49) sells its rights to Dauphin & Susqu. Coal Co.

Act. 4-1-1859 states company has a RR in existence from Rockville on Penna. RR to Reading RR at Auburn. Can be sold to new investors and renamed Schuylkill & Susquehanna RR

Built Auburn to Rockville, Dauphin Co.
RR surveyed 1839 but construction not begun until 1850. Built Dauphin to Rausch's Gap 1851-52. Built Rausch's Gap to Auburn beginning in 1853. Opened Auburn to Pine Grove 11-4-1853; opened Pine Grove to Rausch Gap 6-1854.
Renamed ~~xxxx~~ Schuylkill & Susquehanna RR 4-1-1859

Only one new locomotive is known, but it undoubtedly had other engines

"Henry G. Stephens" 4-4-0 Baldwin 1851 on 417 new 54" 18 tons. Later renamed Swatara. Disposition unknown

BUILT 1850 DAUPHIN TO COMPANY MINES AT RAUSCH'S GAP, 18 miles
BANKRUPT 1852 BUT NOT FORECLOSED UNTIL 1859
BIG MOUNTAIN IMPROVEMENT CO.

INC. 4-12-1851 TO BUILD ABOUT 1 1/4 MILES EAST OF SHAMOKEN SOUTH 1 1/2 MILES TO COAL MINES ON BIG MOUNTAIN. BUILT 1851-52. SOLD TO ENTERPRISE RR 1868. TORN UP BY 1890s

Dauphin & Susquehanna Coal Co. cont.

Abandonments (all now torn up)

- 11-14-1941 Auchenbach to Pine Grove, 1.6 miles. Last operated 5-1958
- 11-29-1944 Auchenbach to Auburn from .5 mile west of Auburn, 15.2 miles; Hookville to .4 mile west of Rausch Gap, 22.6 miles
- ~~2-21-1949~~ Rausch Gap to .3 mile west of Pine Grove, 12 miles.
- 7-20-1965 .3 miles at Pine Grove

Donaldson Improvement Co.

Act. 4-20-1853 as a name change of Donaldson Improvement & Railroad Co. Had 1 miles RR Tremont to Donaldson, Schuylkill Co.
RR turned over to Swatara RR at unknown date. No locos.
Coal company sold to Tremont Coal Co. 3-29-1864.

Donaldson Improvement & RR Co.

Inc. May 5, 1841 as Eagle Iron Co. and renamed at a later date as Donaldson I&RRCo. (never recorded but probably 1842-43)
Suppl. 4-20-1853 changes name to Donaldson Improvement Co. Horses used.
Donaldson was 1 mile north of Tremont. Built the 1 miles in 1843-44 to serve a coal mine.

Eagle Iron Co.

Inc. 5-5-1841 to operate in same manner as Susquehanna Coal Co. (inc. 6-2-1840) in Lebanon and Schuylkill Cos. Renamed, probably 1942-43 Donaldson Improvement & RR Co.
Suppl. 4-13-1853 (but tax not paid until 1861) to construct a RR not exceeding 6 miles.
Not built.

East Mahanoy RR

Inc. 4-21-1854 to run from 5 miles north of Tamaqua on Little Schuyl. Nav RR to Mahanoy 2nd coal field, 25 miles or less. *BROAD MTN TUNNEL 3400' DELAYED OPENING UNTIL 1860*
Built East Mahanoy Jct to Waste House Run (St. Nicholas), 7 1/2 miles. opened 7-10-1860
Leased 3-8-1860 to Little Sch. Nav. RR after Act 4-11-1859 permitted it. Leased to P&R 7-1-68 ~~is~~ when LSN leased to Rdg. Merged into Rdg. 10-1-1951

East Pennsylvania RR

Inc. 4-21-1857 as name change of Reading & Lehigh RR (Reading to Allentown). Road opened 5-11-1859. Intended to connect the two cities.
Suppl. 3-22-1860 may construct any branch in Berks or Lehigh Co. under 5 miles.
Suppl. 4-15-1863 may extend to Delaware River and build a bridge to N.J. May use Bethlehem RR on Monocacy Creek if permitted. *INTENDED AS PART OF THRU LINE N.Y. T. HARRISBURG*
Built: Allentown to Reading, 36 miles. Built a branch, now long abandoned Temple to Tuckerton, north of Rdg.
Leased to Rdg. 5-1-1869. *TRACK TO CONRAIL 4-1-1976* Had locomotives. *Corp. dissolved 1982*

Abandoned 7-19-1984 6.7 miles Reading to Blandon and .2 mile branch off it.

Numbers	EP P&R Name	Builder	C/N	Date	Type	Cyls.	DD	Scrapped
1	226 Madison	Norris	948	1859	4-4-0			1881
2	216 Decatur	Rogers	882	1859	4-4-0	13x22	66	1886
3	218 Easton	Rogers	884	1859	4-4-0	14x24	54	1883
4	219 Essex	Rogers	889	1859	4-4-0	14x22	54	1886
5	220 Franklin	Rogers	899	1860	4-4-0	13x22	66	1882
6	222 Hanover	Rogers	911	1860	4-4-0	14x22	54	1882
7	208 Blandon	Baldwin	1060	1862	4-6-0	17 1/2 x 22	50	1880
8	221 Fleetwood	Baldwin	1268	1864	4-6-0	17 1/2 x 22	50	1883
9	227 Shamrock	Baldwin	1379	1865	4-6-0	17 1/2 x 22	50	1897
10	228 Trenton	Norris/L			4-6-0	18x22	48	1894
11	223 Jefferson	P&R	94	1866	4-6-0	18x22	48	Reb WFX to 475
12	217 Dauphin	P&R	101	1867	4-6-0	18x22	48	1898
13	229 Tacony	P&R	102	1867	4-4-0	18x22		1888
14	224 Lehigh	Baldwin	1124	1863	0-6-0	15x18	44	1881

The names as assigned to Nos. 7, 8, 9, 11 and 12 have not been confirmed.
P&R C/N 94 was first named "America"; said to have been renamed "Jefferson".
No. 14 was originally the "Copley" of the Ironton R. R.; was acquired by the P. & R. in December, 1864, and was sold to the East Penn in November, 1867.

Enterprise RR

Inc. 3-21-1865 from Fulton Coal Co., Northumberland Co. eastward to intersect the Locust Gap or Mahanoy & Broad Mountain RR, 4 1/2 miles maximum or westward to Carbon Run RR, not over 4 1/2 miles.
Built Locust Gap to Shamoken 1869, 6 1/2 miles. Served coal mines
Merged 9-17-1870 with 4 other companies to form Mahanoy & Shamoken RR. No locos.
Abandonments of coal colliery spurs may be listed under Locust Gap RR.

Gettysburg & Harrisburg RR

Inc. 7-27-1882 Hunters Run to Gettysburg, 22 miles.
Built: Hunters Run to Gettysburg, 1884, 21.6 miles
Round Top to Gettysburg, 3.0 miles, built 1884?, Aband. 19
Merged 7-16-91 with South Mountain Ry. to form Gettysburg & Harrisburg Ry. Had locos.
(filed 7-30-9)

Abandonments

- prior 1965 2 1/2 miles near Gettysburg to Little Round Top
- 5-9-1966 .5 miles Little Round Top Extension to Western Maryland RR
- 1976 Gettysburg to Hunters Run acquire by the state and leased 10-17-1976 to Gettysburg RR (which also acquired Hunters Run to Mt. Holly Springs (South Mtn. Ry))

4-60.

Gettysburg & Harrisburg RR cont.
 Built in 1884, its engines were numbered in sequence with the earlier built South Mountain Ry. When the two were merged in 1890 there was no number changes

6	4-4-0	Rogers	1883	3369	new.	Became G&H Ry. #6
7	"	"	1884	3471	"	" #7

Gettysburg & Harrisburg Ry.

Inc. 7-16-1891 as merger of South Mountain Ry and Gettysburg & Harrisburg RR (at which time the Rdg. bought stock control). Carlisle to Gettysburg to Round Top, 44 miles and branch Hunters Run to Pine Grove Furnace, 7.7 miles.
 Pine Grove Furnace Br. leased to Hunters Run and Slate Belt RR 6-8-1891 until 11-1-1910 when lease given up. Branch then operated by Rdg. until about 195 and aband.
 Merged into Rdg. 12-31-1945. Pine Grove branch served iron industry. Purpose of Gettysburg line was

Not known when engines renumbered into P&R system (1900/17). Also not known if all the South Mountain engines were still owned in 1890. See the rosters of those two roads.

Good Spring RR

Inc. 4-8-1861 or 1863. (Not in Acts.) Certificate of organization filed 3-26-1869
 Acquired Swatara RR in 1861 or early 1863. Tremont to Lorberry Jct. (Swatara RR), Tremont to Donaldson (Donaldson Improvement Co.) No locomotives.
 Built Donaldson to Brookside, 1867-68. Served coal mines.
 Merged into Lebanon & Tremont RR 3-25-1871

Abandonments

6-29-1962 about 2 miles spur to coal mine at Brookside.
 5-10-1971 Brookside to Keffers, 3 miles
 5-9-1973 Keffers to Good Spring, 2.0 miles
 8-9-1984 Hazelbrook to Good Springs, 1.3 miles
 (In 1986 track still in Good Spring to Donaldson to Tremont)

Hanover Junction & Susquehanna RR

RR
 Inc. 3-28-1872 to run from Landisville to Hanover Branch, 3 1/4 miles, at Hanover Jct., York Co., crossing the Susquehanna River. About 7 miles graded 1874-75 but no track laid. 10 more miles graded by 1881.
 Foreclosed 9-1881 and reorg. as Reading, Marietta & Hanover RR. Leased immediately to Rdg. & Columbia RR.

Harrisburg & Potomac RR

Inc. 12-4-1871 as renaming of Mirimar Iron Co. To run from Harrisburg to Waynesboro, 60 miles.

Built: Bowmansdale to Longsdorf, 21 miles 1873-75 Had locomotives
 Longsdorf to Jacksonville, 4 miles, 1878 Intent: ?
 Jacksonville to Clevesburg, 2 miles 1883
 Clevesburg Jct. to Shippensburg, 1884, 2 miles.

Foreclosed 7-2-1890 and stock purchased by Rdg. RR in 1890. Reorg. 7-2-1890 as Harrisburg and Shippensburg RR.

1 4-4-0 Baldwin 1874 3639 "Col. Daniel V. Ahl" new

2 " " 1864 1211 bought 1880 from P&R #302 (ex North Pennsylvania RR)

3 unknown " " in 1893. MAYBE 2-4-4T WILMARTH 1855 ex Cumberland Valley #15, acq. 1883

#1 became P&R 1076, ren. 111. Scrapped 1902
 #2 " " 1077. Sc. 1893

Abandonments: 6-9-1945 .3 mile branch just east of Boiling Springs south

Harrisburg & Shippensburg RR

Inc. 7-2-1890 as reorg. of Harrisburg & Potomac RR.

Merged 7-24-1890 or 8-12-1890 with Harrisburg Terminal RR to form Phila., Harrisburg & Pittsburgh RR. Controlled by Rdg. No locomotives.

* FILED DATE.

Harrisburg Terminal RR

Inc. 6-3-1889 Bowmansdale to Harrisburg to Lebanon Valley RR, 9 miles.

Merged 7-24-1890 into Phila., Harrisburg & Pittsburgh RR. Laid no track.

Lebanon & Pine Grove RR

Inc. - not listed in Acts or Inc. papers although companion line, Pine Grove & Lebanon was. Org. 1868.

Built in 1870 16.7 miles Lebanon to Schuylkill County Line (near Pine Grove)

Merged 3-25-1871 to form Lebanon & Tremont RR.

Leased to Rdg. 1870 probably.

Abandonments (all abandoned)

1978-1981 Lebanon to county line and further to Suedburg, 18 miles

Lebanon & Tremont RR

Inc. 3-25-1871 as merger of Lorberry Creek RR, Good Spring RR, Pine Grove and Lebanon RR, and Lebanon & Pine Grove RR.

Had track Lorberry Jct. to Lorberry Mines, Lorberry Jct. to Donaldson to Brookside, Lebanon to Pine Grove to Tremont to Brookside and Lorberry Br. into Clark Valley.

Merged 5-8-1871 into Rdg. 46 miles. No locos.

NOV 6-29-1962 4.8 miles of Lebanon and Tremont Branch at m.p. 40 and 20. Two pieces of track apparently. Location unknown as to what they were or where. Also .2 mile at m.p. 17 of Sch. & Susquehanna. Br.

Lebanon Valley RR

Inc. 4-1-1836 Reading to Schaefferstown to Lebanon to Harrisburg or near it on the Harrisburg, Portsmouth, Mount Joy, and Lancaster RR.
 Suppl. 4-3-1850 may use any route Reading to Lebanon to Harrisburg.
 Suppl. 4-5-1853 may construct a branch from Lebanon to Cornwall (not built)
 Suppl. 5-7-1857 company may merge with Phila. & Rdg.
 Built Reading to Harrisburg, 5 1/4 miles, in 1850s.
 Probably did not have any engines. Acquired by P&R in 1857 at time of completion. Loco. builder records show no sales.

Abandonments:

6-16-1971. 1.1 mile part of Avon Br. from m.p. 1.1 west into Lebanon, 1.1 miles (not shown on map)

Little Schuylkill & Susquehanna RR

Inc. 3-21-31 From Little Schuylkill Navigation RR & Coal Co. terminal end near Broad Mountain where the Wilkes Barre state road crosses the Little Schuylkill then along Messers Run and Catawissa Creek to the Penna. Canal at Catawissa.
 Suppl. 4-15-1835. Rights of Little Schuylkill Nav. RR & Canal passed to LS&SRR
 Suppl. 3-26-1838. Build a branch near Lintner's Gap to Beaver Meadow RR near mouth of Black Creek. *INTERCONNECT PHILA. TO NORTH BR. OF SUSQ. RIVER*
 Graded Catawissa to Lofty 1839. Had locomotives but nothing known.
 Built Lehigh Branch near Quakake Jct. to Beaver Meadow RR, 11 miles. Subsequently abandoned by 1850, and later rebuilt by CNJ To serve coal mines
 Renamed 3-20-1849 Catawissa, Williamsport & Erie RR *BUILT WABASH BR., TAMAQUA TO KINCHAS RUN MINE, 3.5 mi., 1847*

Little Schuylkill Navigation Railroad & Coal Co. (Little Schuylkill RR)
 Inc. 4-23-1829 as name change for Schuylkill East Branch Navigation Co. (inc 2-20-1826) to build a railroad from mouth of Little Schuylkill in boro of Beading to upper termination of original charter. (from jct. of Little and Big Schuylkill along Little Schuylkill to near Broad Mtn.) To serve coal mines
 Suppl. 4-3-1832 to construct branches along Wabash Run to connect and terminate at Schuylkill Valley Nav & RR Co. of Panther Creek and elsewhere on Little Schuylkill.
 Suppl. 6-15-1836 allows connection in Reading on Callowhill St. with Phila. & Rdg. RR.
 Built 11-18-1831 Port Clinton to Tamaqua, 22 miles using horses. In 1833 locomotives acquired but discontinued prior to 1840 due to wood track. T rails installed in 1845 and locos. reinstated.
 Built Tamaqua to Tamanend, 8 miles, in 1853. Had loco.
 Leased East Mahanoy RR. 7.5 miles. Leased to P&R 7-1-1868 although Rdg took over operation 4-1-1863. Merged into Rdg. 4-30-1952
 Act. 3-31-1837 may turn over to Phila. & Rdg their right to construct from Fort Clinton to Reading. *Aband!* 7-13-1984 .7 mile Ringtown track at Barnesville.

Comet	0-4-0	Bury	1833	CN 6	Destroyed at early date
Catawissa	"	"	"	10	Acquired by P&R in 1863 and sold in 1871 to American Dradging Co.
Anthracite	"	Garrett & Eastwick	1837.		Sold 1840 to Buck Mountain RR
Tamaqua	4-2-0	Baldwin	1836	CN 46	disposed prior to 1863
Tuscarora	"	"	"	47	" " " "
(one of these two engines may have gone to Tangascootao in late 1840s, Clinton County.)					
General Taylor	0-6-0	Bald.	1846	290	sw. 1869 (never had P&R number)
General Scott	0-8-0	"	1847	321	disposition unknown, prior 1863
Port Clinton		Norris	1851		sc. 1869 (never had P&R number)
Schuylkill	0-8-0	Bald.	1857	779	P&R #25, renamed Ottawa. Sold to Reading & Columbia RR 1876
Anthracite		L.S. shop			P&R #79. sc. 1881
Beaufort		Norris			" 80 " 1878
Caroline		L.S. shop			" 81 " 1881
Ringgold		Norris			" 83 " unknown
Marion	4-4-0	"			rbt by P&R 1866. P&R #179. Sc. 1877
Sumpter		W			P&R #84 so. 1872

Locust Gap RR

Inc. 4-16-1859 from gap of Locust Mtn. of the branch railroad of the Locust Gap Improvement Co. to the Big Run Br. of Mine Hill and Schuylkill Haven RR, 3.5 miles. (could not find inc. of L.G.I.Co.)
 Not sure where located but possibly Locust Dale (MH&SH) to Locust Gap.
 Locust Gap RR owned by L. G. J. C. Served coal mine.
 Acquired by Mine Hill & Schuylkill Haven RR prior to 1867
 Abandonments (in Northumberland County. Some of these may not have been on the Locust Gap RR but another company in the county.)
 3-17-1958 Potts Hl Line (Potts Colliery Br.) from 1 1/2 miles east of Locust Summit .3 miles in Coningham Twnp (This is 1.8 mile branch from Locust Summit on north side of the main line running east into Coningham Twnp.
 12-23-1970 .4 miles of Potts Colliery Br. in Northumberland add Columbia Co.
 12-23-1970 Locust Spring Colliery Br. .4 miles (near Locust Gap)
 " Henry Clay Coll. Br., .4 miles (location unknown)
 " Big Run Br., .3 miles (location unknown)
 12-20-1960 part of Big Run branch from .2 mile east of Locust Gap to end, .8 mile and Locust Lower Gap from end Big Run Br. to end., 1.2 mile. (tracks near Locust Gap serving former coal mines.)

Locust Gap Improvement Co.

Inc. *1850s* *7-14-1854*
 Built RR at Locust Mountain (possibly near Mt. Carmel) to Locust Gap. *.8 miles*
 3/4 mile from east end of Locust Gap RR to S.V.&P. at Enterprise Jct.
 Taken over by P&R in 1864. Served coal mine.

462.

Lorberry Creek RR

Inc. 3-39-1831 from Northern end of Union Canal Co's RR up Lorberry Creek to where the two branches unite and up the branches to coal fields in Schuylkill Co.

Built from Lorry Jct. to coal mine using wood strap rail and horses. T rail installed in 1840s. Served Lorberry collieries, 5.5 miles.

Most stock sold to Rdg. RR in Aug. 1862 and operation taken over by P&R. Merged into

Lebanon & Trarant 3-25-1871.

Aband. after 1862.

Poors Manual 1872-73 says extends to Clarks Valley, an additional 7 1/2 miles. Referred to on topo maps as Kalmia Br. and Clarks Valley Br. This additional trackage added by late 1880s made total 10. Lincoln and Kalmia collieries on it.

Suppl. 1855 may extend branches, under 6 miles, up Lorberry, Rausch, and Fishing Creeks.

Suppl. 4-13-1870 may extend from collieries of Miller, Graeff & Co. along north side of Mt. or Stony Mtn., up to 15 miles.

Abandonments (all abandoned)

Prior to 1920 Clark Valley to Lorberry (Ecco Colliery), 7 or 8 miles

8-7-1940 1.5 miles near Lorberry to colliery in Lorberry. Colliery closed 1930.

1-17-1966 Lorberry to Lorberry Jct., 5.4 miles.

Mahanoy & Broad Mountain RR

Inc. 3-29-1859 by P&R interests. Mahanoy or Butler Twp, Schuylkill Co. to P&R RR with branches into Mine Run, Shenandoah, Mahanoy, and New Boston coal basins.

Suppl. 3-29-1861 may start at Ashland Boro or Conyngham Twp in Columbia Co.

Act. 9-17-1870 merge with 4 other companies to form Mahanoy & hamoken RR.

1862 Mill Creek Jct. to Locustdale, 12.7 miles

1864 Mt. Carmel extension 4.3 miles (An 1881 map shows this abandoned. If so, later rebuilt

1863 Shenandoah Br. 4.1 miles, Mahanoy City br. 6.0 miles.

Locust Gap extension 3.5 miles Coal Ridge Br. 3.2 miles Waste Horse Run

Fr. 2.0 miles Raven Run Br. 1.6 miles Ashland Ext. 1.4 miles.

Main line - Mill Creek Jct. to Locustdale and most branches built before 1867.

Leased to P&R 6-11-1861 (not yet built)

ICC authorized relaying track on Penna. RR recently torn up line from Frackville

down mtn. to Boston Run Jct. (2 miles west of Mahanoy City) Rdg had had trackage

rights, discontinued 4-14-1947. Line allowed for oversize shipments that would

not go thru the tunnel near Mahanoy.

Abandonments:

The railroad comprised the branch into Mt. Carmel which had several spurs and a line from Mahanoy west on the north side of Ashland with a short branch to Shenandoah and to Mine Run. It also ran over Broad Mtn from St. Clair to Frackville.

Also short mine spur from Mahanoy north. In 1974 only the line from Broad Mtn.

to Frackville was in and it was not used in years by Conrail.

6-3-1943 1.5 miles Mt. Carmel easterly to end

9-5-1952 .4 mile of Mt. Carmel Br.

1953 1/4 mile in Mt. Carmel

5-2-1962 .1 mile in Mt. Carmel

12-18-1962 .1 mile in Mt. Carmel

2-24-1982 Mt. Carmel Jct. to Mt. Carmel, 1.2 miles and .8 miles in Mt. Carmel.

11-24-1942 from .8 mile north of Jct. at Mahanoy City to end of line.

7-19-1955 .3 miles from north end Mahanoy Br. to colliery in Mahanoy City.

7-29-1966 .9 mile North Mahanoy Br., Mahanoy north into Mahanoy Twp (adjacent

to L.V. line into Mahanoy.)

5-8-1952 1.0 miles into Shenandoah

2-21-1940 Gilberton east to Boston Run colliery 1/2 mile. Colliery closed 1930.

5-3-1971 Gilberton colliery branch spur, .5 miles

4-21-1959 track around north side of Ashland (Ashland Upper Br.) from .3 miles

west of Big Run Jct. (connection with main line thru Gordon) to .4 mile east of

Locust Dale Jct. (connection with main line also), 3.5 miles

1-20-1970 1.1 mile Ashland Upper Br. from Big Run Jct. for .5 mile and Bart Colliery

Br. which ran off Upper Br. in Butler Twp (Big Mine Run.)

1971-1982 ST. CLAIR TO FRACKVILLE

Mahanoy & Schuylkill Improvement Co.

Inc. - not in Acts. Built Shamokin and Treverton RR in 1869 using M&SI's charter.

(May have been inc. under incorporation proceedings rather than the Legislative Acts

Mahanoy & Shamokin RR

Inc. 9-17-1870 as consolidation of Mahanoy & Broad Mtn. RR (Locust Gap-Mill Creek Jct.),

Enterprise RR (Locust Gap to Shamokin), Mahanoy Vallet RR (Locustdale to Franklin Colli-

ery) Shamokin & Treverton RR (Shamokin to Treverton), Zerbe Valley RR (Treverton to

Port Treverton)

Leased 1870 to Rdg and merged into Rdg 3-21-1871. Nox locomotives

Mill Creek Jct. was just south of St. Clair, 1/2 mi north of Pottsville Jct.

Mahanoy Valley RR

Inc. 9-17-1868 from Keystone Colliery Br, Mahanoy & Broad Mtn. RR, Butler Twp to western

Puitt Locustdale to Heffenstein's Franklin Colliery, 6.9 miles in 1869.

Leased to P&R 1869-1870. Merged 9-17-1870 into Mahanoy & Shamokin RR No locos.

edge Locust Mtn. in Little Mahanoy Twp., 19 miles.

Abandoned 1898 all. In 1915-16 relaid Locustdale to Biokel Colliery (Heffenstein).

I.C.C. authorized 5-8-1931 to relay track from Biokel to Doutyville, 4.8 miles. (Do TOTAL

not know if done.) Track abandoned prior to 1955.

21 miles P&R BRANCH

Manufacturer's RR

Inc. 6-21-1870 from P&Rdgs RR to Harrisburg Car Mfg. Co., 1 mile No locos.

Suppl. 4-9-1873 P&R may purchase the line and extend it to P&R near Rockville, .8 miles.

Construction from end of line to Rockville not done as Rdg. use trackage rights on Pa. RR

Served car company as private line.

Abandonments: 3-25-1969 . 1 mile in Harrisburg

8-9-1984 .7 miles in Harrisburg, Barryhill St., m.p. .5 to end at m.p. .9 and

Howard St. br., .3 mile.

Maryland and Delaware River RR

Inc. 5-18-1878 as reorg. of Baltimore, Philadelphia and New York RR. A deed at Harrisburg Sec. of State gives this information but nothing subsequent on M.&D.R.RR, nor does it mention the Wilm. & Reading or Wilm. & Northern.

Middletown & Hummelstown RR

Inc. 7-31-1888

Built by the P&R after being independently organized. Built Aug. 1890 Middletown to Hummelstown, 6.6 miles.

Merged into Rdg. 1-1-1924

Op. disc. June 1972 after flood damaged. 4.5 miles acquired by state and remain by Conrail(?). Op. taken over 5-3-1970 by Middletown & Hummelstown RR

Mill Creek & Mine Hill Navigation & R.R. Co.

Inc. 2-7-1828 to make a canal or RR from mouth of Mill Creek on Schuylkill River to the Centre Turnpike at the foot of Broad Mtn.

Suppl. 1-29-1830. Tolls increase to 1 $\frac{1}{2}$ ¢ per mile provided RR is built as a double track.

Suppl. 4-11-1835 To construct a branch from the present Little Wolf Creek branch railroad jct with the present line to coal mines on Wolf Creek.

Built 2 miles from Port Carbon up to St. Clair, 40" gauge, 1829 completed. Wood strap rail using horses. By 1832 extended 2 miles to foot of Broad Mtn. at Mine Hill and had 5 miles of branches. (Later called Palo Alto to New Castle)

Rebuilt 1844 to standard gauge and T rail so as to connect with the just built Port Carbon and Mount Carbon RR

Suppl. 2-18-1847 to extend up Mill Creek a maximum of 6 miles or to any point on Broad Mountain RR.

Suppl. 4-9-1849 may extend to Shamokin

Suppl. 5-21-1857 may extend into Mahanoy Valley, not over 15 miles.

Leased to P&R 7-25-1861. Merged into Rdg. 2-28-1950

Had locomotives, but nothing known.

Abandonments: 3-10-1982 2.6 miles Mill Creek Jct. (Palo Alto) north to St. Clair.

2-27-1940 Pine Forest Br. from 1 mile north of jct. to end, .3 mile

5-8-1984 Pine Forest Br. from St. Clair yard 1.2 mile into East Norwegian Twp.

track from St. Clair yard to Broad Mtn. not used since about 1976 and torn up in late 1970s/early 1980s.

Mine Hill & Schuylkill Haven RR

Inc. 3-24-1828 as a change in Charter of Schuylkill West Branch Canal, inc. 3-29-1819.

500 shares @ \$50. Double track RR with maximum grade 1" per foot. 5 rods wide to be located near Schuylkill Haven along West Branch of Schuylkill River to Mine Hill. To be a public highway. Anyone can make lateral railroads and connect for transporting coal or produce on the railroad. To be opened when 5 miles completed.

Suppl. 4-8-1829. Lateral railroad authorized from jct. of West and West West Branches of Schuylkill, running up the valley of the West West Branch to the mouth of Deep Run and then to Mine Hill.

Suppl. 1-21-1831. For every horse not employed in drawing a car on which a toll is chargeable (probably an empty car) $\frac{1}{2}$ ¢ per mile; for every horse and rider 1¢/mile; for every person carried in a car $\frac{1}{2}$ ¢/mile. (This was the first mention in any State Act of passenger service for a railroad.)

Suppl. 3-29-1836 Locomotive engines may be used. Toll for merchandise pulled by locos 1 $\frac{1}{2}$ ¢/ton mile; 2¢/passenger mile. If majority of adjacent land owners from whom at least 50% of the coal came after one season of locomotive use desire steam locomotives withdrawn, then the company must revert to horses. While using locomotives, company will not use any horses below the incline plane at Mine Hill or to town of Llewellyn.

Suppl. 3-9-1847 if persons transporting more than 50% of coal over railroad request it, the RR must supply steam locomotives.

Suppl. 3-27-1848. May extend RR from Mine Hill Gap to Shamokin; Tremont to Bear Valley Summit (Western terminus of the Bear Summit and Bear Creek RR)

Suppl. 3-18-1852 extend across Broad Mtn. to near forks of Mine Run.

Opened 1831 10 miles Schuylkill Haven to Mine Hill using horses on West Branch and West West Branch. Horses used until 1847-48.

Extension to Tremont 1856; Swatara Br. 1850 Muddy Br. 1853

Built Minesville to Gordon 1854, Gordon planes 1855.

Leased and took over Mount Eagle and Tremont RR 1852 and merged at unknown date prior to 1867.

Torn up Gordon to Glen Carbon in 1896 (?)

Leased to P&R 5-12-1864; merged into Rdg. 10-1-1951.

Leased to Schuylkill Canal in 1862 for 10 years. The P&R leased the canal in 1870.

Took over abandoned Danville & Pottstown RR line from Girardville to Frakkville to Broad Mountain (connection with Mill Creek & Mine Hill RR)

Acquired Mt. Eagle & Tremont RR in 1862

Abandonments: Only portion of this extensive rail system remaining is Schuylkill Haven to Tremont, as part of the line to Good Spring, and the former Reading main line thru Gordon from Mahanoy to Locustdale. The portion of the former main line from Westwood (near Schuylkill Haven) to Glen Carbon was known as the Rohrer'sville Branch. It remains in place to Minersville but not for coal.

Prior 1955 1. mile Swatara (Zerbe) north to colliery.

1955-1960 1.4 mile Swatara (Zerve) south to jct. with Middle Creek branch.

7-29-1966 Swatara Jct. to Middle Creek, 2.6 miles.

5-22-1962 .15 mile end Muddy Br. at Branchdale to New Mine

7-29-1966 .5 mile end Muddy Br. at Branchdale, m.p. 2.8 to 3.3

8-15-1966 West-West Creek Br. (Forestville Br.) from Phoenix Park, m.p. 2.6, west to end 2.2 miles (probably includes yard tracks) and Phoenix Park #2 colliery branch, .25 miles

Mine Hill & Schuylkill Haven RR abandonments cont.

- 8-9-1984 all lines north from Silverton Jct.: Silverton Jct. to Forestville, 3.4 miles; jct. to Branchdale 2.7 miles; Otto #2 colliery at Branchdale 1.1 miles; Phoenix Park colliery near Forestville .9 mile; John Veith colliery in Cass Twp, .6 miles.
- 8-17-1945 from 4.8 miles north of Westwood above Minersville north to end of track .4 miles (not sure what spur)
- 9-10-1945 from .6 miles west of Richardson Jct. (several miles north of Minersville on line to Gordon) to end of spur branch .3 miles
- 1-20-1944 from 3.2 miles west of connection of branch westerly to end 3.9 miles. (do not know location, but length indicates it may be near Glen Carbon.)
- 11-1-1960 .4 mile part of Wolf Creek Br. 1 mile from jct. near Minersville in Cass Twp. (This branch ran straight north in Minersville 1.4 miles)
- 7-29-1966 .9 miles of Wolf Creek Br. in Minersville & Cass Twp.
- 12-13-1970 .4 miles Richardson Jct. to coal mine (Richardson Br.)
- 12-23-1970 2.5 miles Heckscherville to Glen Carbon (Buck Run)
- 5-7-1973 3.1 miles Buckley (near Minersville) to Coal Castle to Heckscherville (Richardson Jct.) (former main line to Gordon.)

Locomotives:

Opened in 1831 using horses which were used until 1847. Leased to P&R in 1864 but the engines retained their Mine Hill numbers until 1871.

MH No.	P&R No.	Builder	C/N	Date	Type	Cyls.	DD	Disposition
1	103	Baldwin	311	1847	0-6-0	13½x18	42	Sc 1883
2		Baldwin	312	1847	0-6-0	13½x18	42	
3	104	Baldwin	313	1847	0-6-0	13½x18	42	Sc 1878
4	105	Norris		1847	0-6-0	12½x22		Sc 1879
5	106	Norris		1847	0-6-0	12½x22		Sc 1885
6	107	Norris		1847	4-4-0	12½x22		Sc 1890
7	108	Baldwin	322	1847	0-8-0		42	Sc 1873
8	109	Baldwin	329	1848	0-6-0	14½x18	42	Sc 1872
9		Norris		1848	-	12½x22		
10		Baldwin	366	1849	0-8-0	17x22	43	So 1850
10		Baldwin	473	1852	0-6-0	16x20	42	
11		Baldwin	476	1852	0-6-0	16x20	42	
12		Baldwin	489	1852	0-6-0	16x20	42	
13	110	Baldwin	532	1853	0-8-0	16x20	42	Sc 1881
14	111	Baldwin	534	1853	0-8-0	16x20	42	
15	112	Baldwin	536	1853	0-8-0	16x20	42	Sc 1881
16	113	Baldwin	596	1854	0-8-0	16x20	42	Sc 1879
17	114	Baldwin	599	1854	0-8-0	16x20	42	Sc 1881
18	115	Baldwin	601	1854	0-8-0	16x20	42	Sc 1881
19	116	Baldwin	645	1855	0-8-0	16x20	42	Sc 1882
20	117	Baldwin	649	1855	0-8-0	16x20	42	Sc 1882
21	118	Baldwin	654	1855	0-8-0	16x20	42	Sc 1879
22	119	Baldwin	666	1855	0-8-0	16x20	42	Sc 1879
23	120	Baldwin	693	1856	0-8-0	16x20	42	Sc 1880
24	121	Baldwin	643	1855	0-8-0	16x20	42	Sc 1883
25	122	Baldwin	698	1856	0-8-0	19x22	42	Sc 1878
26	123	Baldwin	709	1856	0-8-0	19x22	42	Sc 1875
27	124	Baldwin	759	1857	0-8-0	19x22	42	Sc 1874
28	125	Baldwin	811	1858	0-8-0	19x22	43	Sc 1881
29	126	Baldwin	963	1860	0-8-0	19x22	43	Sc 1881
30	127	Baldwin	972	1860	0-8-0	19x22	43	Sc 1881
31	128	Baldwin	1176	1863	0-8-0	20x22	43	So 1872
32	129	Baldwin	1178	1863	0-8-0	20x22	43	So 1872
	Gem 893	P&R	7	1848				Returned to P&R 1868
	Mississippi	Baldwin	78	1837	4-2-0	10½x16		From Phila. & Colum.

Miramar Iron Co.

Inc. 5-3-1869 ~~XXXX~~ GRADED DILLSBURG TO YORK, PA. ^{Not built}
 Reorg. 12-4-1871 as Harrisburg & Potomac RR, Cumberland County. ^{LARRY NEAR YORK SPRINGS}

Moselem RR

Inc. 3-23-1865 Leesport on P&R, Berks Co. to Topton on East Penna. RR thru Kutztown. Intended to serve agricultural area.

Built 1.7 miles Leesport to across the river to a quarry about 1872.

Merged into Rdg. 4-1-1873

Abandonments (all abandoned)

9-20-1943 .9 miles of Moselem Br. in Leesport

3-11-1952 .8 miles West Leesport across the Schuylkill River.

Mount Carbon RR

4-20-1829 as Reorg. of Norwegian Creek Slackwater Co., Inc. 4-14-1827. Lower landings at Mount Carbon, then up Schuylkill River to mouth of Norwegian Creek and then along it or nearby on west branch from forks of Norwegian Creek up the east branch to south side of Mine Hill.

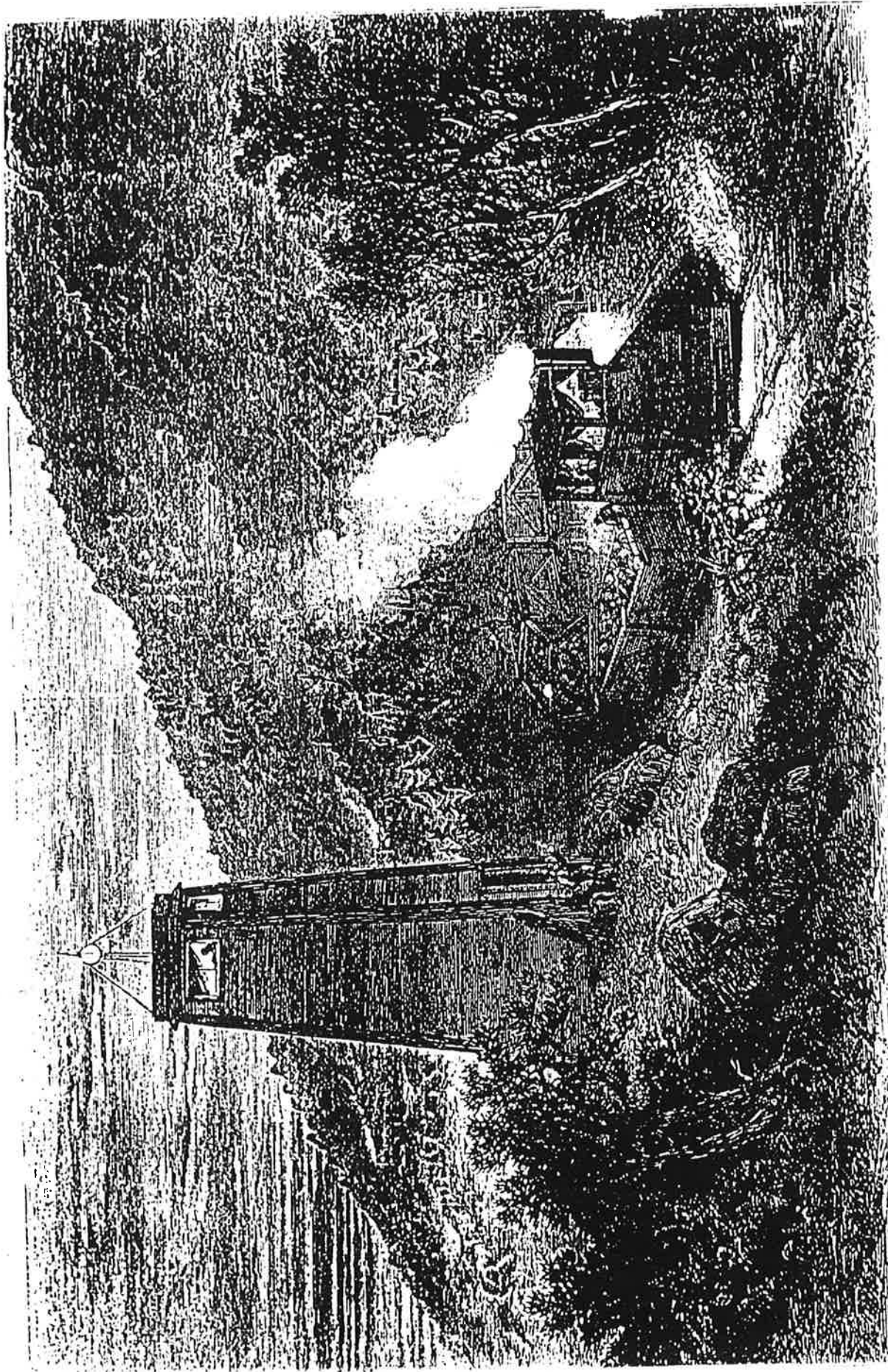
Suppl. 2-29-1832 authorized to merge with Danville & Pottsville RR if desired or transfer

any of its road to the D. & P..

Suppl. 4-24-1844. May use profits to relay track with iron rails.

Built 1831 up both branches, 2 miles on each using strap rail, standard gauge (whereas Mill Creek and Mine Hill RR was narrow gauge). Also built 3 miles down to Mt. Carbon below Pottsville. Double track.

Rebuilt about 1848 to M T rail.



MINE HILL SIGNAL STATION ON THE INCLINED PLANE, NEAR ASHLAND.

This illustration is one of a series of the coal regions of Pennsylvania, which will prove of interest to the readers of FRANK LESLIE'S ILLUSTRATED NEWS-PAPER, as showing how our coal is brought to market. Our picture shows the single track which winds up the Broad Mountain, near Ashland, and upon which heavy and light trains are constantly passing in both directions. To avoid collisions, these signal stations are erected at various distances, and signal the trains by day with colored balls, and at night by colored lanterns. The amount of business done in this region is enormous, and has to be so to support the great expense of constructing the inclined railway, which is seen in our illustration, winding in the distance, and ascending the mountain by a zig-zag course.

Mount Carbon RR cont.

No locomotives used until T rail laid in 1848. Then Reading supplied them from Mt. Carbon to Pottsville. Rest of road used mules until 1862 when Reading leased it. Rdg. used line to reach Pottsville for their depot. Leased to Rdg. 5-16-1862. Merged 6-13-1872
 Abandonments (all abandoned)
 1-26-1940 from 2.4 miles north of Pottsville to end 1.3 miles. Op. disc. 1931 (left leg up to Mt. Laffee.)
 8-7-1940 part of East br. (Wadesville area) from 2.4 miles north of jct. to end .3 miles. Mine closed 6-1929 and colliery removed 1930.
 10-7-1958 .4 miles from $1\frac{1}{2}$ miles west of Pottsville (left leg or wye)
 9-23-1966 .3 miles in Pottsville which leaves .7 miles.
 5-9-1973 2.3 miles Wadesville south to Mechanicsville (edge of Pottsville)
 8-9-1984 .6 miles Pottsville Jct. (Frackville) into Pottsville. (last of Mt. Carbon RR.) Spur line had been used for passenger service.

Mount Carbon & Port Carbon RR

Inc. 7-16-1842 Mount Carbon at P&R RR, cross the river to Port Carbon, Schuylkill Co. Operated by the Rdg. RR and connected to Rdg. to railroads terminating at Palo Alto-Port Carbon. Built 1844, $2\frac{1}{2}$ miles. Aband. 2-19-1969 .4 miles at Palo Alto. Leased 3-5-1860 to Reading. Operated by Rdg. No locomotives. Merged 12-31-1949

Mount Carmel RR

Inc. 12-11-1906 as reorg. of Mount Carmel & Natalie RR
 Leased to Rdg. 9-1-1907 and rebuilt 1908. Never merged into Rdg. locos.
 Aband. 9-30-1952 after coal mines abandoned. Owned by Colonial Colliery Co. i.e.c. auth. aband 1-7-1953

Mount Carmel & Natalie RR

Inc. 3-20-1891 and opened 11-5-1891 Alaska to Natalie, 7 miles. Had locos.
 Bankrupt 11-9-1903 and operations discontinued. Reorg. 12-11-1906 as Mt. Carmel RR and leased to Rdg. in 1907. Sold to Rdg. in 1908 all stock. Served coal mines Alaska is just west of Mt. Carmel. Originally operated by P&R under contract but got own locomotives later.

1	4-6-0	Richmond	1900	3105	Built for Shamoken Coal Co. #5 (earlier engines probably mine engines). Became P&R 526. Sc. 1922
2	"	Baldwin	1892	12619	Originally Pa. #1502, a Vaucrain experimental compound with 72" drivers, later made 61 $\frac{1}{2}$ ". Purchased 2-1900. Became P&R 527. Sc. 1923

Mount Eagle and Tremont RR

Inc. 4-8-1851 Tremont, Schuylkill County to Mount Eagles, Lebanon Co. The Tremont and Mount Eagle RR (name reversed by error?) will Mine Hill or Swatara RR and Dauphin and Susquehanna RR or Pequa RR at Mt. Eagle.
 Suppl. 3-18-1852 renamed Mount Eagle and Tremont RR from Tremont and Mount Eagle RR. (This may be to correct confusion in 4-8-1851 act which lists name both ways.) Connect w with Mine Hill and Schuylkill Haven RR at West Wood Village and extend to Pottsville. Built probably in 1852; Tremont to Lower Rausch Creek, 5 miles. Financed by Mine Hill & Schuylkill Haven RR. Taken over by MH&SH prior to 1867, probably in 1862 but not recorded. No locos.
 Abandonments (all abandoned)
 prior 1943? Rausch Creek to end of line, 2 miles
 10-22-1943 2.1 miles from 1 mile west of jct. at Tremont with Lebanon and Tremont RR to Rausch Creek.
 3-24-1955 .3 mile end of Eagle Hill colliery branch
 7-28-1966 .4 miles remainder of the Mt. Eagle Branch just outside of Tremont. (.3 miles unaccounted for if 1 mile of 1943 abandonment is correct.)

New York Short Line RR

Inc. 5-7-1903 and opened 5-27-1906. Leased to Rdg. 2-1-1907 and merged 1-1-1924 into Rdg. Built Cheltenham to Neshaminy Falls, 9.3 miles, 1907.
 Intended REDUCE GRADE to New York for FREIGHT service, ALSO SHORTER, USE BY B&O PASS. TRAINS.

Norristown & Allentown RR

Inc. 4-6-1854 as renaming of Norristown and Freemansburg RR
 Suppl. 4-2-1860 May merge with Phila., Germantown & Norristown after they have laid 9 mile from Norristown toward Allentown.
 Suppl. 3-23-1865 renamed Perkiomen RR
 Did some grading only

Norristown & Freemansburg RR

Inc. 4-23-1852 Norristown - north side of Schuylkill Cr. to Perkiomen Cr., then up it to Sunnyside, thence to Swamp Creek and Saucon Cr. to Freemansburg.
 Suppl. 4-18-1853 May built from Norristown to Freemansburg or any other point and not previously described route.
 Suppl. 4-6-1854 renamed Norristown and Allentown RR. Not built.

Norristown & Main Line Connecting RR

Inc. 11-19-1901 and opened 9-20-1903 Norristown by bridge across Schuylkill River to connection with Rdg. about 1 mile north of Bridgport, .6 miles.
 Leased to Rdg. 1-1-1904 and merged 10-1-1923.
 Intended to connect the Rdg tracks on both sides of the river.

Norristown & Valley RR

Inc. 4-15-1835 Norristown on P. G. & N. RR to Phila. & Columbia RR east of Brandywine Cr.
 Act. 4-22-1850 charter revived and name changed to Chester Valley RR. Not built

Norristown Junction RR
 Inc. 11-15-1879 and opened 5-1-1889 in Norristown, .3 miles. Connects P&Rdg. to P.G.&N.
 (probably) or Pa. RR.
 Merged into Rdg. 1-1-1924. Built by Rdg. **TRACK REMOVED?**

North-East Pennsylvania RR

Inc. 12-14-1870
 Built Glenside to Hartsville, 9.8 miles 12-18-1872 or 11-9-1873.
 " Hartsville to New Hope 15.8 miles in 1891
 Operated by North Penna. RR. Merged into Rdg. 12-31-1945. No locos.

Abandonments-Sales: (all sold)
 ICC auth aband. 5-29-1965 New Hope to Ivydale, 16.7 miles (Warminster). Operation resumed and line acquired June 1955 by New Hope & Ivyland RR partly as a tourist venture for New Hope.
 Remainder of line Glenside to Warminster acquired March 1983 by Septa (Southeastern Penna. Trans.Ass.)

North Pennsylvania RR

Inc. 4-18-1853 as name change of Phila., Easton & Water Gap RR
 Suppl. 4-17-1854 may construct branch in Phila. County to Delaware River
 Suppl. 4-10-1862 may connect RR to Phila, Germ. & Norr. RR in Phila.
 Built Jenkintown to Delaware River 20.5 miles, opened 1-10-1876 where it connects with Del. & POUND BROOK RR.
 In 1867 had Phila. to Bethlehem 55.3 miles, opened 7-7-1857; Lansdale to Doylestown, 10.1 miles, Hellertown to Shimersville 1.9 miles. This branch gone by 1885. (not known where Shimersville was.
 Leased to Rdg 5-1-1879. **TRACK TO CONRAIL 4-1-1976** Had locos. **Corp. dissolved 2-1977-81**
 In 1879 believe this company built the 2.0 mile Tabor Branch, Wayne Jct. to Tabor Jct.
 Abandonment-Sales: 12-3-1984 .8 miles Bethlehem Br. between Cayuga St and Rockland St, Phila.
 March 1983 line from Philadelphia to Lansdale to Doylestown acquired by Septa
 ICC auth. aband. 5-8-1984 1.1 miles Tabor Jct. (m.p. 5.9) to Rockland St.(m.p. 4.0) on line over to Erie Ave.

All built by Baldwin except Nos. 9 (Mason) and 12 (J. Brandt).
 Marked *, See Notes at end. **R & LHS Col. #118**

DOYLESTOWN BR
AUTHORIZED
12-8-1853 OPEN
10-7-55.
OPENED PHILA -
GWING, 19 mi.
7-2-1855
OPENED HELLER-
TOWN TO SHIMERS-
VILLE 1-1-57. UN-
PRODUCTIVE AND
LEASED 1958 TO
LEHIGH & DELAWARE
C&P RR TO BE
USED AS PART OF
THEIR PROPOSED
RD.

No.	Name	C/N	Date	Type	P&R Cyls.	DD No.	Data	Scrapped
1	Cohocksink	627	1854	4-4-0	15x22	54		1878
2	Shackamaxon	630	1854	4-4-0	15x22	54	Reb. & Ren. "Delaware" '56	1874
2	Delaware	3675	1874	4-4-0	14x24	57 433	To A.C.R.R. 1001 and 1	1901
3	Aramingo	638	1855	4-4-0	15x22	54 434	Ren. "Lehigh" 1856	1881
4	Wissahickon	639	1855	4-4-0	12 1/2 x 20	54	Sold W. Wisconsin R.R.	1898
4	Wissahickon	1800	1868	4-4-0	16x24	60 435		1898
5	Neshaminy	707	1856	4-4-0	14x24	60	So. Duchess & Columbia	1879
5	Neshaminy	1971	1869	4-6-0	18x22	50 436		1879
6	Perkiomen	711	1856	4-4-0	14x24	60		1883
7	Easton	738	1857	0-8-0	17x20	43	So. Ironton R.R. 1864	1870
7	Wilkes-Barre	1324	1864	4-6-0	18x22	50 437		1870
8	Bethlehem	739	1857	0-8-0	17x20	43		1885
8	Bethlehem	2156	1870	4-6-0	18x22	50 438-522		1885
9	Allentown	65	1857	4-4-0	15x22	60 439	Built by Mason. Reb 1873	1885
10*	Civilizer	450	1851	0-8-0	17x22	52	So. Lacka. & Bloomsburg 1863	1884
10	Bee	1160	1863	0-4-0T	11x16	36 440		1874
11*	Eagle	475	1852	4-4-0	11 1/2 x 20	60	Sold Baldwin L. W. 1860	1882
11	Wyoming	923	1860	4-6-0	19x22	50		1882
11	Wyoming	3583	1874	4-6-0	18x24	51 441-527		1882
12	Northampton	—	1857	4-4-0	15x24	60 442	Built by J. Brandt	1883
13	Luzerne	768	1857	0-8-0	19x22	43	So. Lacka. & Bloomsburg 1863	1874
13	Luzerne	1201	1864	4-6-0	18x22	50 443		1874
14	Mauch Chunk	774	1857	0-8-0	17x20	43		1879
14	Mauch Chunk	3666	1874	4-6-0	18x24	51 444-528		1873
15	Hazleton	776	1857	0-8-0	17x20	43		1883
15	Hazel	4449	1878	0-4-0	11x16	36 445-1058-1238		1881
16	Carbon	788	1857	0-8-0	18x20	43		1881
16	Carbon	3490	1873	0-4-0	11x16	36 446-1234		1881
17	Cheltenham	910	1860	4-6-0	19x22	50		1883
17	Hilltop	1340	1865	4-6-0	18x22	50 447		1883
18	Tomhickon	996	1861	4-4-0	14x24	60 448		1883
19	Lansdale	1223	1864	4-4-0	15x24	60 449	Destroyed by explosion 1865	1881
20	Saucon	1208	1864	4-6-0	18x22	50 450		1883
21	North Wales	1314	1864	4-4-0	15x24	60 451		1884
22	Abington	1339	1865	4-6-0	18x22	50 452		1882
23	Baldwin	1489	1866	4-6-0	18x22	54 453		1900
24	Philadelphia	1674	1867	4-4-0	16x24	60 454		1899
25	Telford	1675	1867	4-4-0	16x24	60 455		1897
26	Easton	1733	1868	4-6-0	18x22	50 456-523		1897
27	Doylestown	1799	1868	4-4-0	16x24	60 457		1897
28	Quakertown	1813	1868	4-6-0	18x22	50 458-524		1897

No.	Name	C/N Date	Type	Cyls.	DD No.	P&R	Data	Scrapped
29	Hellertown	1968 1869	4-6-0	18x22	50 459			1895
30	Penn	2014 1869	0-4-0	11x16	36 460-1235			
31	Sellersville	2043 1869	4-6-0	18x22	50 461			1898
32	Ambler	2148 1870	4-4-0	16x24	60 462-119			
33	Fox	2105 1870	0-4-0	11x16	36 463			1886
34	Gwynedd	2205 1870	4-4-0	16x22	60 464			1898
35	Edge Hill	2203 1870	4-6-0	18x24	50 465-525			
36	Sandy Run	2204 1870	4-6-0	18x24	50 466-526			
37	Ft. Washington	2207 1870	4-6-0	18x24	50 467			1894
38	Chalfont	2827 1872	4-4-0	16x24	60 468			1900
39	Penllyn	2858 1872	4-4-0	16x24	60 469-120			
40	Buck	3115 1873	0-4-0	11x16	36 470-1059-1239			
41	Colmar	3219 1873	4-4-0	15x24	57 471-112			
42	Perkasie	3239 1873	4-4-0	14x24	57 472 To ACRR 1010 and 2			
43	Lion	3509 1873	0-4-0	11x16	36 473-1236			
44	Stony Creek	3507 1873	4-4-0	15x24	57 474 To ACRR 1003 and 3			
45	Hatfield	3579 1874	4-4-0	15x24	57 475			1898
46	Pennypack	3642 1874	4-4-0	15x24	57 476-113			
47	Huntington	3643 1874	4-4-0	15x24	61 477-114			
48	Erie	3773 1875	0-4-0	14x22	44 478-1202			
49	Langhorne	3790 1875	4-4-0	17x22	61 479-142			
50	Yardley	3791 1875	4-4-0	17x22	61 480-226 Reb W Fbx, 1881			
51	Somerton	3870 1876	4-4-0	17x24	67 481-227 Reb W Fbx, 1880			
52	Woodbourne	3872 1876	4-4-0	17x24	67 482-210 Reb W Fbx, 1898			
53	Janney	3914 1876	4-6-0	18x24	51 483			1881
54	Palmer	3920 1876	4-6-0	18x24	51 484-529 Sold LVRR ?			
55	Star	3936 1876	0-4-0	14x22	44 485-1203			
56	Stag	3941 1876	0-4-0	11x16	36 486-1237			
57	Aramingo	3973 1876	4-4-0	17x24	61 487			1900
58	Wingohocking	3974 1876	4-4-0	17x24	61 488			1898

10. "Civilizer" built for Henry R. Campbell, as "America".

11. "Eagle" built for H. R. Campbell, who sold it to the North Penn in 1857; it was sold to Baldwin Locomotive Works in 1860, and re-sold to the Millville & Glassboro R. R.

50-51-52. Were classified in 1900, thus, 226 and 227, D-6-a; 230, D-6-b. All were placed on the Unclassified List in November, 1903.

Northern Liberties & Penn Township RR

Inc. 4-23-1829 Northern Liberties at Front & Willow Sts to Spring Garden and connection with the RR running from Phila. to Columbia.

Suppl. 4-3-1832 from Phila. & Columbia RR east of Schuylkill to Delaware River north of Vine St.

Leased to P&R at early date. Originally horses. No locos.
Merged into Rdg. 5-8-1871

Pennsylvania, Poughkeepsie & Boston RR

Refer to Tenth & New England RR roster. The railroad line was controlled by the P&R but when the P&R went bankrupt in 1892, the P&B was turned over to the I&NE, but the locomotives were retained by the P&R.

Pegua RR & Improvement Co.

Inc. 3-12-1849 to own land in Lebanon and/or Dauphin counties and build a RR from there to canal. Suppl. 2-3-1851 sells its rights to Dauphin & Susquehanna Coal Co. No track laid

Perkiomen RR

Inc. 3-23-1865 as name change of Norristown & Allentown RR.

Built Perkiomen Jct. to Emaus, 38 miles

Opened 1868-69 Perkiomen Jct. to Schwenksville.

Leased to Rdg 8-19-1868, merged 12-31-1945

Abandonments-Sales:

Emaus Jct. to Pennsburg, 13.7 miles, acq. by the state in 1983 and operations taken over by the Anthracite RR 8-1-1983.

1976 78? aband. Perkiomen Jct. to Pennsburg, 23 miles

Philadelphia & Chester Branch RR

Inc. No record Phila. (Grays Ferry) to Chester 14 miles

Organized by P&R to purchase the old main line of the Phila, Wilmington & Baltimore RR when it relocated in 1873. Leased immediately to Rdg.

Merged into Rdg. early 1898. Trackage in 1890s listed as 10 1/2 miles Grays Ferry to Thurlow. No locos.

Philadelphia & Chester Valley RR

Inc. 3-7-1888 as successor to Chester Valley RR, Bridgport to Downingtown, 21.5 miles. Leased immediately to Rdg. Merged into Rdg. 12-31-1945

Philadelphia & Columbia RR

Inc. 3-24-1828 and built Phila. to Columbia. See Penna. RR sheets.

In 1850 the P&C built a new line from Philadelphia to eliminate planes. The old line of 9 miles sold to Rdg who got rid of part from Belmont plane west. The bridge over the Schuylkill and the line down Philadelphia Ave. to Broad and then down Broad to the station at Vine was used by the Reading as their access to downtime Phila.

Philadelphia & Frankford RR

Inc. 3-22-1892

Built Crescentville to Frankford, 2.5 miles in 1893. Connecting link between two branches
Operated by Rdg. and merged in 1-1-1924.

Philadelphia & Montgomery County RR

Inc. 4-2-1860 Philadelphia (Barrys St.) to Olney and lateral to Bustletown.
Suppl. 2-6-1872 instead of Bustletown, terminal will be Newtown, Bucks County.
Suppl. 3-20-1872 name changed to Phila. & Newtown RR. Not built

Philadelphia & Newtown RR

Inc. 3-20-1872 as name change of Phila. & Montgomery County RR.
Name changed 1-29-1873 to Phila., Newtown & New York RR and extended to Delaware River at
the Mercer & Somerset RR (in N.J.) and extend to Now Hope. Not built

Philadelphia & Newtown Connecting RR

Inc. 3-1-1892 as subsequently built.
Built 1892 1.2 miles Tabor Br. to Olney, Phila. Merged into Phila., Newtown & New York RR
10-1892. A connecting link between separate branches for B.O. trains to New York
Aband 8-31-1984 Olney Br., m.p. .1 to .4 (presumable Olney to Tabor)

Philadelphia & Reading Terminal Co.

Inc. 4-13-1888 9th and Fairmont St. and Broad and Noble to 12th and Market, Phila. 1.2
miles. This was the new line to the new Philadelphia terminal. It brought the P.G.&N.
and P&R into a single terminal. Last train Nov. 6, 1984
Leased to Rdg 5-1-1891 and merged 8-10-1944.
Aband. 3-16-1983 Reading Terminal (m.p. 0) 1.6 miles to Jefferson St., 9th St. branch. (replaced by
new underground line of Septa, Nov. 7, 1984)

Philadelphia, Easton & Water Gap RR

Inc. 4-8-1852 Phila. north of Vine St. to Easton and to Monroe and Pike Counties to con-
nect with Del., Lehigh, Schuylkill & Susq. RR, Delaware & Cobbs Gap RR (DL&W) and N.Y.
& Erie RR.
Suppl. 4-18-1853 name change to North Pennsylvania RR. Not built

Philadelphia, Germantown & Norristown RR

Inc. 2-17-1831 Norristown to Plymouth-Germantown and Philadelphia with two branches - one
terminating on northern side of the city near 6th and Broad St.; the other near the
Delaware River at Kensington. Must be double tracked. Cannot pass through any struct-
ure of \$500 without owners consent. Tolls 2¢/ton miles. Empty cars or those with less
than 1/2 ton of freight 1¢/mile. Passengers 1¢/mile. Railroad can open when 5 miles of the
first track is completed. All cars suitable may be used on the railroad. (no mentⁿ
ion of the RR being a public highway, which was standard in incorporations of the per-
iod.

Suppl. 3-13-1833 Kensington Br. not to be built.
Built 1832 Phila. to Germantown using horsees. Extended to Norristown in 1835 and used
a locomotive.

Chestnut Hill RR leased to PG&N about 1850. PG&N leased to P&R 12-1-1870. *Track to Conrail
4-1-1976. Corp. dissolved 1982*

Abandonments-Sales:

3-16-1983 abandon from Phila. & Rdg terminal jct. north to Jefferson St, m.p.
16 on 9th St. line, 1 mile (replaced by Septa underground line just built.)
March 1983 entire line acquired by Septa, Phila. to Germantown and Norristown
7-13-1984 1.9 Wayne Jct. (m.p. 5.1) to Baynton St. (m.p. 7.0) acquired by Septa

All built by Baldwin unless otherwise shown							P&R	Data
Name	C/N	Date	Type	Cyls.	DD	Builder	No.	Data
Pennsylvania	5	1831	2-2-0	11x16	60	Stephenson		see note
Black Hawk		1832	2-2-0		54	Long & Norris		Ret'd 1834
Philadelphia		1832	0-4-0?			W. P. Foundry Co.		see note
Samson		1832				Young-Newcastle		
Old Ironsides	1	1832	2-2-0	9 1/2 x 18	54	Baldwin		sold 1846
Velocity		1834	4-2-0?			W. P. Foundry Co.		
Star		1834	4-2-0			Norris		
Eagle	17	1835	4-2-0			Baldwin		
Arrow		1835	4-2-0			Young-Newcastle		
Arabian	31	1836	4-2-0			Baldwin		
Eclipse	72	1837	4-2-0	11 1/4 x 16		Baldwin		Used until 1857
Reindeer	76	1837	4-2-0			Baldwin		
Campbell		1837	4-4-0	14x16	54	Campbell & Brooks		
Fort Erie	136	1839	4-2-0			Baldwin		
Robert Fulton	264	1846	2-4-0	13x16	54			
Oliver Evans	323	1848	2-4-0	13x18	42			
Chestnut Hill	517	1853	4-4-0	11 1/2 x 20	60			
Downington	530	1853	0-6-0	14 1/2 x 18	42		304	Sc 1876
Consolidation	581	1854	4-4-0	13 1/2 x 22	60			
Norristown	593	1854	0-6-0	14 1/2 x 18	42		309	Sc 1881
Superior	616	1854	4-4-0	13 1/2 x 24	54	Renamed 1871	315	Sc 1876
Germantown*	687	1856	0-6-0	14 1/2 x 18	42	Rockland	313	Sc 1876
Manayunk	692	1856	4-4-0	13 1/2 x 24	54		306	Sc 1881
Tioga*	714	1856	4-4-0	12 1/2 x 24	60		319	So 1872
Germantown	721	1856	4-4-0	12 1/2 x 24	60	Stanhope	316	Sc 1877
Spring Mills	729	1856	4-4-0	13 1/2 x 24	54		317	Sc 1878

Name	C/N	Date	Type	Cyls.	DD	Builder	P&R No.	Data
Conshohocken	744	1857	4-4-0	13½x24	54		301	Sc 1881
Quaker City	772	1857	4-4-0	13x24	60		312	Sc 1872
Roxborough	843	1859	4-4-0	13x24	54		314	Sc 1876
Union	1137	1863	4-4-0	13½x24	56	Belmont	298	Sc 1880
Wissahickon	1211	1864	4-4-0	13½x24	60	Carlisle*	302	So 1880
Clarendon*	1213	1864	4-4-0	13½x24	60		307	So 1872
U. S. Grant	1424	1865	4-4-0	14x24	54	Oakland	310	Sc 1881
E. C. Dale	1592	1867	0-6-0	15x18	44		303	Sc 1883
Omaha	1679	1867	0-6-0	15x18	44	Thorndale	318	Sc 1883
Montana	1700	1868	4-4-0	13x24	56	Nicetown	308	Sc 1881
Wyoming	1730	1868	0-6-0	15x18	42	Bridgeport	299	Sc 1883
Alaska	1908	1869	4-4-0	13x24	57	Wayne	320	Sc 1881
Oregon	1991	1869	0-6-0	15x18	42	Mt. Airy	305	Sc 1883
Dakotah	2011	1869	4-4-0	13x24	58	Chestnut Hill	300	Sc 1881
Plymouth	2161	1870	4-6-0	16x24	54		311	Sc 1899

The "Philadelphia", built by the West Point Foundry Co. is thought to have been similar to the "West Point", of the South Carolina Canal & R. R. Co., or the "DeWitt Clinton" of the Mohawk & Hudson. It was gone by 1838.

Stephenson's "Pennsylvania" was probably rebuilt to a tank engine by Long & Norris, in 1833. It was sold to the Tuscumba, Cortland and Decatur R. R., in February, 1835. Was probably renamed "W. W. Garth" on the T. C. & D.

Early records show no road numbers for P. G. & N. engines. Their use may have been adopted prior to acquisition by the P. & R. When the road was taken over, engines with names already in use on the P. & R. were renamed as shown. The engines were then listed in "A-B-C" order and numbered from 298 to 320 in the P. & R. series.

Philadelphia, Harrisburg & Pittsburgh RR
Inc. 8-12-1890 as consolidation of Harrisburg Terminal RR and Harrisburg & Shippensburg RR
Harrisburg to Shippensburg, 44.4 miles, opened late 1890 or early 1891.
Leased to Rdg. 10-15-1890. Merged into Rdg. 1-1-1924 No locos.

Philadelphia, Newtown & New York RR
Inc. 1-29-1873 as reorg. of Phila. & Newtown RR. Extend to New Hope and to Delaware River opposite Mercer & Somerset RR (in N.J.)
Opened 2-2-1878 Erie Ave. Jct., Phila. to Newtown, 20.5 miles. Operated by North Penna. R RR 11-22-1879. Leased to Rdg. 5-14-1879 or soon after.
Phila. & Newtown Connecting RR merged into PNEY Oct. 1892, 1.2 miles, Tabor Br. to Olney.
Merged into Rdg. 12-31-1945
Abandonment-Sales: 4-2-1965 .15 mile from m.p. 0 north. (not sure if this is at Erie Ave. on map.
May 1983 entire line acquired by Septa, Phila. to Newtown.

Pickering Valley RR
Inc. 4-3-1869 from mouth of Pickering Cr. or French Cr., Chester Co. on P&R RR to Eagle Tavern, Chester Co.
Built 11 miles, Phoenixville to Byers, 1872.
Leased to P&R 9-1-1871 and merged 12-31-1945. No locos.
Abandonments:
3-2-1948 Byers to Kimberton, 6.7 miles 2-18-1982 1.8 miles Phoenixville to Ironsides
11-7-1953 .5 mile spur at Kimberton
7-22-1964 2.3 miles Ironside to Kimberton

Pine Grove & Lebanon RR
Inc. 8-27-1868 Pine Grove to county line, 6 miles. (This was first RR incorporated in Pa. cont. 9.4 mi line)
Merged 3-25-1871 to form Lebanon & Tremont RR. 5.8 miles built 1870, Pine Grove to Lebanon County line, leased to Rdg 1870 probably. No locos.
All previous railroads formed under legislative acts.)
Abandoned - all:
7-20-1965 4.4 miles, m.p. 18.4 to 22.6, Suedburg to Pine Grove
13-7-1944 1 mile county line to Suedburg

Plymouth RR
Inc. 3-18-1836 Whitmarsh Twnp, Montgomery Twnp (near Plymouth Twnp) to PG&NRR on Schuylki 11 in Plymouth Twnp between Matson's Ford and Wager's Ford, about 4 miles.
Suppl. 3-28-1854 may extend from previous eastern terminus to north Penna. RR in Montgomery Co.
Suppl. 4-17-1866. Charter revived. May renew track and extend to North Pennsylvania RR within 4 miles of Fort Washington Station to the PG&N at or near old point of intersection.
Built Conshohocken to Oreland, 8.9 miles in late 1860s.
Poors said inc. 12-9-1867
Leased to P&R 12-1-1870. ~~Either merged into PG&N~~ PG&N 2-1976 on track to Conrail corp. 4-1-1976 dissolved about 1978
Abandonments:
5-8-1984 Oreland to Williams, 2.8 miles
1978-81 Oreland to Conshohocken, 7 miles

470.

Fort Kennedy RR

Inc. 3-8-1859 Fort Kennedy, Montgomery Co. to where Directors desire but not exceeding 5 miles.

Built Fort Kennedy (on Schuylkill "river") to lime kilns, 1.2 miles in 1860 (?)
 Leased by Rdg 1864. Merged into P&R 6-9-1872. No locos.

Reading Company

This was a land holding company until 1-1-1924 when it had 13 subsidiary railroads - including the P&R RR Co. - merged in and it became an operating company. However, about 20 other subsidiary companies were not merged in at that time. During the 1940s about 13 or 14 merged in.

Reading and Columbia RR

Inc. 5-19-1857 Reading to Columbia in Lancaster County.

Suppl. 5-1-1861 may use Lebanon Valley RR from Reading to Sinking Springs. May connect with Cornwall RR in Lebanon at ore banks or go to Lancaster.
 Built Columbia to Sinking Springs, 29.5 miles, opened 4-1-1864 and Jct. to Lancaster, 8.5 miles opened at same time.
 Lebanon Br. 1.6 miles built 1868-1879 and Mt. Hope Br. 2.2 miles (continuation of Leb. br.) during same 10 years. Controlled by the Reading from very early
 Leased Lancaster & Reading Narrow Gauge RR. but no lease until Jan. 1, 1929.
 Suppl. 4-5-1869 may build a branch Manheim to P&R in Lebanon Co.
 Merged into Rdg. 12-31-1945. Had locos, which renumbered into P&R series prior 1889

Abandonments

- 4-26-1971 Mt. Hope south 1.4 miles
- 1974-75 near Mt. Hope to Manheim, 4.3 miles
- " Libitz to just east of Ephrata, 7 or 8 miles
- 2-25-1982 Lancaster Jct. to Columbia, 11.4 miles
- 11-6-1984 Stevens - Akron, 3.5 miles
- 1982 Landisville to Brucharts (Silver Springs) 3 miles sold to Amhurst Industries

Railroad was opened in 1864, and from then on within a few years was controlled by the P&R. However, until 1900/01 the locomotives on the line carried their own numbers rather than P&R numbers. P&R did not use numbered until 1871

No.	Name	Type	Builder	Built	CN	Origen	P&R	Ren.	Scrap
1	W. G. Case	4-4-0	Norris	1862/3		new		1086	1889
2	Libitz		H.P.&Co	1865?		new		1087?	1897
2		4-6-0	P&R	1876		P&R #31, 1898		1087?	1911
3	Robt. Crane	4-4-0	Norris/L	1862.		new		1088	1906
4	C. S. Maltby	4-6-0	Bald.	1862		new			
5	Raleigh	"	P&R	?					
6	Ephrata	"	Norris/L	1866		P&R , 1866 (new?)		1090	1916
7	Columbia	4-4-0	P&R	1867		P&R , 1867 (new?)		1091	1889
8	Oshkosh	4-6-0	Norris/L	1865		P&R , 1868		1092?	1897
8		4-4-0	P&R	1873		P&R #383, 1898		1092?	1902
9	Allegheny	0-8-0	Baldwin	1846	258	P&R #21, 1874			
10	Lancaster	4-6-0	P&R					1093	1920
11	Union	0-3-0	Baldwin	1857	779	Little Schuylkill RR "Schuylkill 11"	*		
12	C. S. Maltby	0-6-0	?					1095	
13		4-6-0	P&R	1874		P&R #28, 1883		1096	

* #11 sold by L.S.RR to P&R #25, Ottawa, and acquired by R&C 1876 1094 1894
 No. 6 & 10 rebuilt to camelback
 No. 6, 7, & 8 had same names on P&R.

Reading & Lehigh RR

Inc. 5-9-1856 Reading to L.V.RR in Lehigh or Northampton Co. and built a branch to Kutztown.

Suppl. 3-18-1857 may extend Kutztown Br. to any RR in West Brunswick Twnp, Schuylkill Co.
 Suppl. 4-21-1857 nam changed to East Pennsylvania RR
 Built Reading to Allentown and opened in 1859

Reading & Lehigh RR

Inc. 12-5-1874 (?) as reorg. of Berks County RR.
 Leased to P&R 3-1-1875. Reorg. 6-7-1880 as Schuylkill & Lehigh RR

Reading Belt RR

Inc. 4-9-1900, opened 5-15-1902, 7.7 miles Belt Line Jct. around Reading.
 Merged into Rdg 1-1-1924 Built by P&R

Took over Wilmington and Northern track from Birdsboro to Reading. May build a bridge at Birdsboro, also 1.3 miles from Cumru Jct. to Klapperhaul Jct. on Main Line.

Aband. 7-31-1943 Cumru Jct across Schuylkill River, .3 miles. (do not know what this was.)

Built Belt Line Jct to Wyoming Jct to Cumru Jct (Wilm & No. 2 RR)

MULLENBURG TWP
 2.5 mile south of Schuylk
 Lehigh RR + CONAGE TWP

Reading, Marietta & Hanover RR

Inc. 9- -1881 as reorg. of Hanover Jct. & Susquehanna RR

Built 3- -1883 Marietta Jct. to Chickies, 6.3 miles.

Leased to Rdg. & Col. until 12-31-1928, then Rdg. Never merged.

Abandoned 4-27-1930. (ICC auth/ 3-28-1930). Built for iron ore. Later served quarry and farming.

Rupert & Bloomsburg RR

Inc. 12-31-1888, opened 8-1889, 1.6 miles Rupert to Bloomsburg to connect with the Bloomsburg & Sullivan RR, from Catawissa RR.

Bloomsburg Belt RR merged into R&B in 1900. Merged into Rdg. 1-1-1924. Aband. 1976 when Catawissa RR abandoned.

Schuylkill & Lehigh RR

Inc. 6-14-1880 as reorg. of Reading & Lehigh RR.
Reading to Little River Jct., Slatington built in July 1874, 43 miles.
Merged into Rdg. 5-1-1883. No locos.
Little Run Jct. was 2 miles from Slatington.

Schuylkill & Susquehanna RR

Inc. 4-1-1859 as reorg. of Dauphin & Susquehanna Coal Co., Auburn to Dauphin (Rockville)
54 miles
Leased to P&R 7-12-1860 and merged 6-19-1872. Also controlled the Allentown RR and Auburn
and Port Clinton RR route. S&S was owned by
the P&R but had its own locomotives. P&R did not number engines until 1871.

Name	Builder	Built	Origin	Ren.
Boston	4-6-0 P&R	1865	P&R, 1865 (new?)	345, 459
Baltimore	0-8-0 ?	?	unknown. Rbt by P&R	346, 1421
Lorberry	? ?	?	unknown Rbt by S&S	347 Sc.1881
Susquehanna	4-4-0 ?	?	unknown Rbt by P&R	348 Sc.1881
Schuylkill	4-4-0 Locks & Canals	1843	C&N 74, P&R "Schuylkill"	349 Sc.1881
Tremont	P&R	?	P&R or built new	350 Sc.1876
Lark	4-4-0 P&R	?	" " "	351 Sc.1875
Gold Mine	0-8-0 Winans	?	unknown. Sold to P&R in 1866	294, 1417

All engines carried same name on P&R prior to purchase. P&R took them over 1872 when they were Ren. P&R.

Schuylkill East Branch Navigation Co.

Inc. 2-20-1826. Supplement to charter allowing a RR 4-14-1828.
Build a RR from jct. of Little and Big Schuylkill along Little Schuylkill to where
Wilkes Barre State road crosses or at near Broad Mtn. Intended for coal.
Suppl. 4-23-1829. Names changed to Little Schuylkill Navigation, Railroad & Coal Co.

Schuylkill Valley Navigation & Railroad Co. (Schuylkill Valley RR)

Inc. 3-20-1827 as a canal. Supplement to charter allowing RR construction 4-14-1828:
Build a RR from mouth of Mill Creek to mill of George Reber in lieu of a canal
Suppl. 4-1-1835 of S.V.N & RR Co. may sell its property
Built 1829 & 1830 40" gauge, 10 miles, strap iron, horse drawn, from Port Carbon to Tuscarora.

Suppl. 4-28-1840 SVN&RR may sell their company to newly formed company, name not selected.
Suppl. 4-12-1844 allows rebuilding to standard gauge and T rail so as to connect with
Port Carbon and Mount Carbon RR and use steam locomotives. Horses will be excluded.

Suppl. 4-28-1840 cont. When sold RR will change its name to Schuylkill Valley RR (Not done.)
BY 1857 HAS 15 MILES OF BRANCHES RUNNING NORTH OF MAIN LINE TO COAL MINES, AT BETHLEHEM, HUBLEYVILLE, NEW PHILADELPHIA (SILVER CREEK), MIDDLEPORT (AL- LIANCE BR), BROCKVILLE. BY 1890 27 3 HAD BEEN TORN UP

Suppl. 3-8-1859 may extend Tuscarora to Tamaqua and connect with Little Schuylkill RR.
In 1843 Rhila. & Rdg bought part stock control and subsequently leased. No locos.
Merged into Reading 2-28-1950

Abandonments (all abandoned)

- 11-6-1937 Brockville Br. from rte 162 at Brocton to end, .9 miles. Colliery closed 1922 last original
- 2-13-1942 .2 mile spur north at Brocton, part of Brockville Br.
- 6-23-1965 Tamaqua to Middleport, 8.4 miles.
- 2-5-1953 .4 miles, north end of Silver Creek Br.
- 12-23-1970 1.2 miles, remainder of Silver Creek Br. Colliery closed.
- " .6 miles Alliance colliery Br. at Middleport running north
- ? Branch from Eagle Hill Jct. (3 miles east of Port Carbon) running north about 2.2 miles.

On 12-23-1970 3 other colliery branches abandoned in Schuylkill County, locations unknown. They probably were not on the SVN&RR although one may have been part of the line from Eagle Hill Jct.: Eschelman Colliery .3 miles; Stanton colliery, .2 miles; Pine Knot colliery .6 miles.

1878-81 5.5 miles Port Carbon to Middleport

Built in 1830 and used horses. Rbt. 1844 to std. gauge for use by steam loco. P&R then supplied locomotives until 1853 when began acquiring its own. Taken over by P&R July 1870

Name	Builder	Built	CN	Wt.	Origin	1853	Disposition
Conestoga	4-4-0 Locks & Canals	1843	72	13 ton	P&R "Conestoga"/		unknown
Navigation	0-6-0 Baldwin	1853	544	15 "	new		P&R 284, 1870
Lippincott	" "	1854	589	" "	" "		" 283, 1870
J.R. Worrell	" "	1857	758	" "	" "		" 285, 1870

Shamokin & Bear Valley Coal Co.

Inc. 1861-62.
Act. 4-5-1862 allows taking over Carbon Run Improvement Co. and its Bear Valley railroad company. Had 2 mile RR up Carbon Run at Shamokin.
RR taken over by Shamokin and Treverton RR by 1869

Shamokin & Treverton RR

Inc. 8-27-1866
Used Mahanoy & Schuylkill Improvement Co. charter.
Built Shamokin to Treverton, 6.8 miles 1869. Leased 1869-70 to P&R.
Act. 9-17-1870 merged 4 other companies and S&T to form Mahanoy & Shamokin RR.
Branch on Carbon Run, 2.4 miles, at Shamokin in 1869 built by Carbon Run Improvement Co. and acquired by 1869.

Aband. 7-19-1955 1.3 mile Hernden Br. to North F. Colliery (believe this was the spur line at Treverton.); 12-22-83 7.8 miles Shamokin-Treverton. All aband.

472.

Shamokin, Sunbury & Lewisburg RR

Inc. 2-12-1882 by the Rdg.
 Built Shamokin to West Milton, 31 miles, opened 7-2-1883.
 Merged into Rdg. 1-1-1924. No locos.
 Abandoned: 12-4-1981 5.1 miles Sunbury to Winfield
 ? Cement to P.P.&L. power plant at Shamoken Dam, 2 miles. Last used prior to Conrail merger in 1976. Track removed about 1984? Maybe 1982.
 8-28-1984 16.6 miles Shamoken to Sunbury
 4-18-1984 2.0 miles Penitentiary Branch from m.p. .3 to federal prison at Lewisburg (north of town 1.7 mi.). Used to ship out prison made furniture and bring in food.)
 Last used about 1975. This branch was built in 1930 when prison built and opened
 2-27-1931, 2.3 miles. .3 mile left in for factory.
 Sold 1987 WINFIELD TO WEST MILTON TO WEST SHORE RR, 8 MILES

South Mountain Iron & RR Co.

Inc. 4-23-1864 Carlisle, on Cumberland Valley RR, to Pine Grove ore mines, 18 miles.
 built 1869-70.
 Suppl. m 2-28-1865 may build a RR line from their lands to the Cumberland Valley RR
 Foreclosed 6-14-1877 and reorg. 8-1877 as South Mountain Ry. & Mining Co.
 Operated by Cumberland Valley RR 1869/70 to 1890 when operations taken over by the
 Gettysburg & Harrisburg RR.

Abandonments:
 3-19-1940 Hunters Run Br. extending from 2.0 miles from Hunters Run to Pine Grove Furnace, 5.5 miles. Had hauled miscellaneous freight
 2-9-1955 .5 miles from end of track to Toland
 8-20-1963 1.5 miles from Toland to Hunters Run.
 10-17-1976 2.8 miles Hunters Run to Mt. Holly Springs taken over by Gettysburg RR
 Track is owned by Penna. Dept. of Trans., acquired from Reading at time
 Conrail took over the Rdg.
 1976 Carlisle to Carlisle Jct., 6.2 miles
 (Carlisle Jct. to Mt. Holly Springs operated by Conrail, 1 mile.)

Locomotives: Although operated by Cumberland Valley RR from its opening until 1890 when it was merged into Gettysburg & Harrisburg, it had its own engines:

"South Mountain"	4-4-0	Baldwin	1869	1909	20 1/2 tons
"Laurel"	0-6-0	"	1870	2131	21 "
# 4	2-6-0	Cooke	1875	939	
#3		Baldwin	1875	3787	steam street car (Baldwin's first)

The number does not jibe. May have been a passenger car number.

Gettysburg & Harrisburg numbered their engines in sequence beginning with 6.
 Whether #5 was S.M. or G.&H. is unknown. Also what #4 was is unknown.

South Mountain Ry. & Mining Co.

Inc. Aug. 1877 as reorg. of South Mountain Iron & RR Co., Carlisle to Pine Grove Furnace, 17 miles, built in 1869-70.

Merged 8-1890 with Gettysburg & Harrisburg RR to form G&H Ry.
 On 6-8-1891 track from Hunters Run to Pine Grove Furnace leased to Hunters Run and Slate Belt RR (for about 20 years and operated by that RR. See its separate listing.)

State Line and Juniata RR

Inc. 4-5-1870 Licking Creek, Franklin Co. at Md. state line up Licking Cr and East Licking Creek valleys to Mount Union, Huntingdon Co.
 Suppl. 5-18-1871 may change route in any direction. Not built.
 Reorg. 12-7-1884 as Baltimore, Philadelphia & New York RR.

Stony Creek RR

Inc. 4-14-1868 Norristown to Gwynedd Twnp., Montgomery Co.
 Built 10.2 miles and opened 1-1-1874. No locomotives.
 Controlled by North Penna. RR. Leased to Rdg. 5-1-1879 and merged 12-31-1945.
 All abandoned 1978-81

Swatara RR

Act. 3-25-1841 name changed from Swatara and Good Spring Creek RR, 4 miles Lorberry Jct. to Tremont. (horses)
 Suppl. 4-21-1841 may construct lateral RRs up Poplar, Bayleys and Martins Creek.
 Suppl. 4-6-1848 steam locomotives may be placed on the RR and may make an incline plan on Martins Run and other branches.
 1844 leased Union Canal Co.
 In 1859 had 2 locomotives.
 Sold 1-24-1863 to P&R at auction and property transferred to Good Spring RR in that year.
 Acquired 1 mile Tremont to Donaldson from Donaldson Improvement Co. in 1850s, possibly 1853

Swatara	0-6-0	Baldwin	1848	339	15 tons.	Sold to Chartiers RR
Colonel Paxton	0-8-0	"	1858	658	20 tons	Disposition unknown Soil Lackawanna & Bloomsburg RR #12

Swatara & Good Spring Creek RR

Inc. 4-2-1831 Northern end Union Canal Co's RR up Swatara Creek to Good Spring Cr. and thence up it to coal region, Schuylkill Co.
 Built 1832 probably to Tremont from Lorberry Jct., 9 miles. No locomotives.
 Renamed Swatara RR 3-25-1841. T rails replaced strap iron 1841.
 Suppl. 3-20-1839 extend a branch from Good Springs Creek up the Swatara to Swatara Falls on Broad Mtn.
 All abandoned 1978-81

Tamaqua, Hazleton & Northern RR

Inc. 5-18-1891 (by the P&R)

Built 1891 Lofty to Roan, 10 miles, Schuylkill, Carbon & Luz. counties.

Merged into Rdg 10-1-1923.

Abandonments (all abandoned)

9-14-1936 Roan to McAdoo, 4.4 miles. Not used in 25 years.

10-1-1945 McAdoo to Lofty (Silverbrook Jct., CNJ) 3.5 miles

Tremont & Mount Eagle RR: See Mount Eagle & Tremont RRTreverton & Susquehanna RR

Inc. 4-25-1854 as consol. of Susquehanna & Union Bridge Co. and Treverton, Mahanoy and Susquehanna RR. (allowed the RR to reach canal on west side of Susquehanna River at Port Treverton.)

Suppl. 3-24-1856 merged with Mahanoy & Shamokin Improvement Co. and name changed to Treverton Coal & RR Co. Had locos (?)

Built Port Treverton to Zerbe Run mines, 15 miles, in 1855. Zerbe mines at Treverton. Bridge from Port Treverton torn up before 1895, probably after canal closed in 1889.

Abandonments (all abandoned)

6-17-1953 Herndon to Dornsife, 6.8 miles

5-9-1966 Dornsife to Dunklebergers, 3.4 miles

5-9-1973 Dunkleberger to near Treverton, 2.5 miles

Treverton Coal Co.

Inc. 3-28-1860 from foreclosure of Treverton Coal & RR Co. (Port Treverton to Treverton, 15 built in 1855)

Foreclosed 8-3-1867. Renamed Zerbe Valley RR 4-13-1868. Had locos.

Treverton Coal & RR Co.

Inc. 3-24-1856 as merger of Treverton & Susquehanna RR and Mahanoy and Shamokin Improvement Co., Union and Northumberland counties.

Suppl. 3-28-1860 foreclosed and company renamed Treverton Coal Co. with its RR line.

Treverton, Mahanoy & Susquehanna RR

Inc. 3-22-1850 Zerbe's Run, Coal Twp, Northumberland Co. to Susquehanna River at Mahanoy Creek.

Suppl. 4-25-1854 consolidates with Susquehanna and Union Bridge Co. and name changed to Treverton and Susquehanna RR

Built 1850-51 partly, suspended operations until 1853. Completed Port Treverton to Zerbe Run mine 15 miles in Jan. 1855 as the T&S RR. Partly constructed from Zerbe Run (Treverton) to Herndon.

Union Canal Co.

Inc. 3-3-1826 Canal company authorized to extend canal up Swatara Creek in Schuylkill Co. and to build lateral railroad lines to reach coal mines so as to feed the canal and carry other commodities. (This is the second mention of a railroad in any legislative acts. The first was the Philadelphia and Columbia railroad project).

Built from end of canal at Pine Grove in probably 1832 (canal opened to Pine Grove in Dec. 1830). Strap rail, horses. RR extended 3.5 miles to Lorberry Jct. where it connected with Lorberry Creek RR.

Leased to Rdg. 7-26-1862. Sold to P&R Jan. 1866.

In 1850-51 track relayed to eliminate horses and then operated by locomotives.

Leased 1844 to Swatara RR whose locomotives were used. 1971-1974 Pine Grove to Lorberry Jct., 3.5 miles abandoned

Union Branch RR

incorporation not list in Acts. This may be Union Canal Co's RR. Poores Manual for P&R lists Union Branch RR with 4 miles, operated by Rdg., in 1862 (and maybe earlier). No location ever given and disappears from Poores listing in 1871.

Unknown (#48 on the map)

Tamanend Branch - Haucks to Mahanoy Tunnel, 5 miles. Do not know when built or under what charter. ICC authorized abandonment 8-5-1971.

West Reading RR

Inc. 3-20-1860 Reading, near 4th St., to Henry Clay Furnace, not exceeding 5 miles.

Built Reading to West Reading, 1.7 miles, 1864 or earlier. Served iron furnace.

Operated by Rdg. Merged 4-2-1873.

Williams Valley RR

Inc. 9-19-1891 Brookside colliery, Schuylkill Co. to Lykens, Dauphin Co.

Built 1892, 10 miles, Lykens to Brookside.

Independently operate with 1 loco. 1892 until 1908-09.

Stock acquired by Rdg in 1908 and 1909. Operations taken over by the Rdg but not leased until 1-1-1929. Merged 12-1-1947.

1 "A. F. Baker" 2-6-0 Baldwin 1892 12806 Became P&R 1460. Sc. 1916.

Abandonments (all abandoned)

5-22-1962 .3 mile at Lykens

5-10-1971 Lykens to Brookside, 12 miles. Had 3.3% grade on switchbacks.

Wilmington & Northern RR

Inc. 1-18-1877 as reorg. of Wilmington & Reading RR, foreclosed 12-4-1876.

Acquired Berks and Chester RR 12-4-1876 (no track laid by B. & C.)

Wilmington to High Jct. (2.4 miles above Reading on Schuylkill & Lehigh RR br.) 71.5 miles

W&N built a mile or two probably, Poplar Neck to High Jct.

Independent until 1898, when stock bought by Reading. Had locomotives.

In 1902 track from Birdsboro across river-Gibraltar-Cumru Jct. (& 1.3 mile br. to Klap-

pethall Jct. on Main Line) transferred to Reading Belt Line.

Built St. Peters to French Creek Jct. 5.7 miles 1881-82.

Baltimore, Phila. & N.Y. RR, foreclosed 12-4-1876 and acquired 1-18-1877

Track to Conrail 4-1-1976; Corp. dissolved after 1940

Wilmington & Northern RR cont.

Abandoned 11-4-1970 St. Peters to Warwick, 2.8 miles
 1976-78? French Creek Jct. to Warwick, 2.9 miles

Wilmington & Reading RR

Inc. ~~Can't find record~~ at Harrisburg or Legislative Acts.
 Built Wilmington to Birdsboro in 1871, 63.5 miles.

Intended to serve iron furnaces
 Foreclosed 12-4-1876 and reorg. 1-18-1877 as Wilmington & Northern RR.
 Built Birdsboro to Reading, 7 miles in 1874. Later extended 1 mile to Schuylkill
 and Lehigh RR (Berks County RR) at High Jct. Part of track coming into Reading
 City later removed.

Acquired Balt., Phil. & N.Y. RR (no track laid) 5-31-1875.
 Completed 1-1-1870 Wilmington to Hibernia Iron Works, 36.1 miles; Hibernia to Birdsboro,
 27.4 miles opened 1870-71. Opened to Coatesville 12-24-1869
 Track from Wilmington to Coatesville sold to states of Penna. and Delaware who sold it to
 Octoraro Rv. in Jan. 1977.

Abandoned 11-4-1970 Falls Extension Br., Chester Co. (location unknown) .3 mile.

1-3-1984 Coatesville north to Joanna

1982 Coatesville to Modena, 3.6 miles sold to Brandywine Valley RR

1-20-77 Modena to Chadds Ford Jct. aq. 1976 by state and operations taken over
 by Octoraro RR 1-20-1977.

No.	Bldr.	C/N	Date	Type	Cyls.	DD	R.L.N.S. SUL.#118	P&R#	Dispos'n
1	BLW	1826	1-1869	4-4-0	14x24	61			To #27
1	BLW	9842	1889	0-4-0	18x24	50		1245	Sc 6-14
2	BLW	1959	9-1869	0-4-0	14x22	49		1240	Sc 5-00
3	BLW	1993	10-1869	0-4-0	14x22	49		1241	Sc 3-07
4	BLW	2017	11-1869	4-4-0	14x24	60			To #21
4	BLW	1690	12-1867	0-4-0	14x22	48	Fr PW&B #13	1242	Sc 6-09
5	BLW	2019	11-1869	4-4-0	14x24	60			To #23
5	BLW		1869	0-4-0	14x22	48		1243	Sc 3-05
6	BLW	2107	3-1870	4-4-0	15x24	61			To #26
6	BLW	8412	1887	0-6-0	17x24	50	Wide firebox	1309	Sc 4-11
7	BLW	2108	3-1870	4-4-0	15x24	61			To #24
7	BLW			0-6-0				1307	Sc 7-03
8	BLW	2164	6-1870	4-4-0	15x24	61			To #25
8	BLW		1873	0-4-0	15x24	48		1244	Sc 6-06
9	BLW	2280	11-1870	4-4-0	14x22	61			To #22
9	BLW	3670	11-1874	0-4-0	9x15	36	From 1st #29		To 3rd #29
9	PW&B		1885	0-6-0	17x24	50	From 2nd #29	1308	Sc 3-11
10	BLW	2286	11-1870	4-6-0	16x24	54			To #23
10	BLW	11532	1891	2-8-0	22x28	50		1022	Sc 2-27
11	BLW	2283	11-1870	4-6-0	16x24	54		584	Sc 3-05
12	BLW	1163	8-1863	4-6-0	18x22	54	ex-PRR 309	581	Sc 11-07
13	BLW	1550	12-1866	4-6-0	18x22	55	ex-PRR 381	583	Sc 6-09
14	P&R		1869	4-6-0	18x22	54		582	Sc 3-05
15	BLW	8367	2-1887	2-8-0	20x24	50		1021	Sc 12-23
16	BLW	9324	6-1888	4-4-0	17x24	62		258	Sc 10-10
17	BLW	1659	9-1867	4-4-0	17x24	62	ex-PRR 394	251	Sc 8-06
18	BLW	9532	10-1888	4-4-0	17x24	62		259	Sc 10-14
19	BLW	13148	1-1893	4-6-0	19x24	62		585	Sc 1-12
20	BLW	13867	12-1893	4-6-0	19x24	62		586	Sc 1-27
21	BLW	2017	11-1869	4-4-0	17x24	62	From #4	252	Sc 4-05
22	BLW	2280	11-1870	4-4-0	17x24	62	From #9	253	Sc 4-11
23	BLW	2286	11-1870	4-6-0	16x24	54	Fr #10 To B&S #4		
23	BLW	2019	11-1869	4-4-0	17x24	62	From #5	254	Sc 11-05
24	BLW	2108	3-1870	4-4-0	15x24	62	From #7	260	Sc 5-00
25	BLW	2164	6-1870	4-4-0	15x24	62	From #8	255	Sc 3-05
26	BLW	2107	3-1870	4-4-0	15x24	62	From #6	256	Sc 1-03
27	BLW	1826	1-1869	4-4-0	17x24	62	From #1	257	Sc 7-06
28				4-4-0	14x24	62	No data		DU
29	BLW	3670	11-1874	0-4-0	9x15	36	To 2nd #9		
29	PW&B		1885	0-6-0	17x24	50	To 3rd #9 (ex-PW&B)		
29	BLW	3670	11-1874	0-4-0	9x15	36	From 2nd #9	1310	Sc 4-04
30				4-4-0	14x22	58			DU

It is evident that a certain amount of renumbering was done in order to group switch engines in the low numbers, 1 to 9, and to place road engines in the higher numbers, in the manner shown in the foregoing roster.

Second #8 might have been either P.W. & B. #69, BLW #3318, or P.W. & B. #72, BLW #3493, both built in 1873.

First #10 is said to have been badly damaged in a boiler explosion, in 1898. Said to have been rebuilt and sold to the Bloomsburg & Sullivan R. R., their No. 4.

No. 29, BLW #3670, was built for one J. G. Flanagan, and judging from the size of its cylinders, 9" x 15", it was hardly more than a contractor's engine.

Nos. 28, first #29, and #30 were received in 1896, from sources presently unknown, but were without doubt purchased second-hand, as were so many of the road's locomotives.

The renumberings of Nos. 9 and 29, illogical as they appear, are exactly as indicated by W. & N. Annual Reports of 1896 and 1897, and Bulletin No. 67.

Zerbe Valley RR

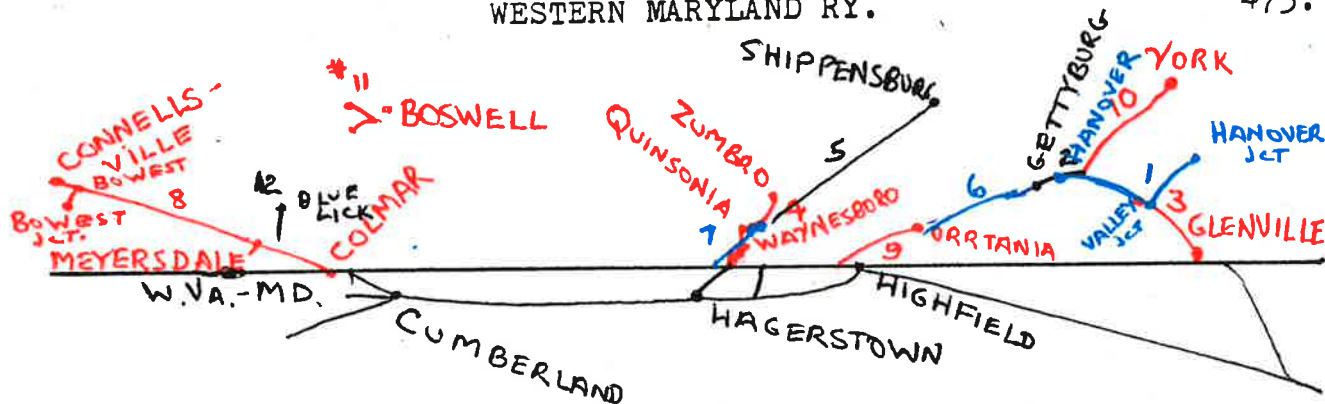
Inc. 4-13-1868 as reorg. of Treverton Coal Co., Treverton to Port Treverton.

Merged 9-17-1870 into Mahanoy & Shamokin RR.

Track from Herndon to Port Treverton (bridge across the river) removed after canal abandoned along Susquehanna River circa 1900.

WESTERN MARYLAND RY.

475.



12. Western Maryland RR, Ry.

Inc. in Md.

Western Maryland RR

Inc. 3-23-1865

Baltimore & Harrisburg Ry.

Inc. 9-20-86

10. Baltimore & Harrisburg Ry. Eastern Extension

Inc. 6-25-80 & 12-11-88

9. Baltimore & Harrisburg Ry. Western Extension

Inc. 4-30-88

8. Connellsville & State Line RR

Inc. 4-27-10

4. Baltimore & Cumberland Valley RR

Inc. 8-19-78

5. Baltimore & Cumberland Valley RR Extension

Inc. 6-25-80

7. Washington & Branklin RR

Inc. 2-2-98

6. Hanover Jct., Hanover & Gettysburg RR

Inc. 11-21-74

1. Hanover Branch RR

Inc. 3-16-47

Susquehanna, Gettysburg & Potomac RR

Inc. 1-11-71

2. Gettysburg RR

Inc. 3-24-51

3. Bachman Valley RR

Inc. 5-31-71

11. Somerset Coal Ry.

Inc. 5-29-1915

E. - Owned locomotives.

Additional information:

The Western Maryland Railway Story by H. A. Williams, 1952

Railroads of Pennsylvania by Roger Saylor

R&LHS Bulletins 85, 122, 155

2-15-17

10-7-1886

1-20-1950

11-21-1874

11-71

E.

E.

E.

E.

Incorporated in Maryland

Principal routes: Baltimore to Connellsville, Pa, York, and Shippensburg.

Principal freight: Coal from on-line coal fields and freight from Pittsburgh & Lake Erie-N.Y.C. destined for Baltimore area.

Lines in Pennsylvania:

Baltimore and Cumberland Valley RR	leased	1880	merged	2-15-17
Baltimore & Cumberland Valley RR Extension	"	7-1-1881		
Baltimore & Harrisburg Ry	"	11-1-86	merged	2-15-17
"	"	6-1-89	"	"
"	"	1-14-91	"	"
"	"	7-1-01		
Washington & Franklin RR	"	7-1-13	merged	2-15-17
Connellsville & State Line RR				

W.M.Ry. built in 1928 just west of Meyersdale up Blue Lick Run about 3 miles.

Operated but did not lease or control Berlin Branch RR from 1877 to 1903.

CSX Corp. acquired all stock May 1983 after owning line thru B&O stock control.

Leased to B&O RR for operations 10-1-1983.

Abandoned: Cumberland to Connellsville, 8 miles and Cumberland to Hancock, Md.,

ICC auth. 4-7-1975

Bachman Valley RR

Inc. 5-13-1871 from Hanover Branch RR Jct. (Valley Jct.), York County, thru Bachman Valley to Maryland, 9 miles.

Opened 1872

Operated by Hanover Branch RR.

Intended to reach iron ore mines

Merged Oct. 1886 into Baltimore & Harrisburg Ry.

Baltimore & Cumberland Valley RR

Inc. 8-19-1878 from State Line to Waynesboro, York County, 4.6 miles

Opened 7-5-1880

Operated by Western Maryland Ry. Leased to W. M. 1880

Merged into W. M. 2-15-1917

Intended to serve Waynesboro

ICC auth. aband 2-23-1960 Waynesboro to Midvald, 2.8 miles
" 2-24-1984 6.9 miles Waynesboro to (almost to state line)
Quinsona.

Baltimore & Cumberland Valley R.R. Extension

Inc. 6-25-1880 Waynesboro, Franklin Co. to Shippensburg, Cumberland Co., 26.5 miles.

Opened 10-24-1881

Operated by Western Maryland Ry. No equipment

Intended to connect with Reading Ry for Philadelphia & New York freight

Leased to W. M. 7-1-1881

Merged into W.M.

ICC auth. aband 6.9 miles Waynesboro to Quinsona 2-24-84

Baltimore & Harrisburg Ry

Inc. 9-20-86 to effect merger of 3 railroads (effective 10-25-86) - Baltimore and Hanover R.R. (Maryland), Bachman Valley RR, and Hanover Jct., Hanover & Gettysburg RR.

Leased to W. M. RR 11-1-1886. No equipment

Merged into W. M. 2-15-1917

BALTIMORE AND HARRISBURG EASTERN EXTENSION RR

Inc. 12-11-1888 Porters Station to York, 14 miles.

Not built. In 1890 line relocated and company reincorporated.

Baltimore & Harrisburg Ry. Eastern Extension (second corp.)

Inc. 11-29-1890 to run from Porter to York, York Co., 16.6 miles

Opened 9-12-1893

Intended to extend the W.M. to the iron manufacturing area of eastern Pa. (but not accomplished.)

Leased 1-14-1891 to W.M.Ry. and Baltimore & Harrisburg Ry. No equipment

Merged into W. M. 2-15-1917

ICC auth. aband 12-23-83 .3 miles in York

Baltimore & Harrisburg Ry. Western Extension

Inc. 4-30-1888 from Orrtannia to Highfield, Franklin Co., 15 miles

Opened 6-4-1889

Intended to connect west end of Balt. & Harris. RR to the W.M.Ry for eastbound freight.

Leased 6-1-1889 to W. M.Ry. and Valt. & Harris. Ry. No equipment

Merged into W.M. 2-15-1917

CONNELLSVILLE & STATE LINE RR

Inc. 4-27-1910 from Colmar (state line) to Connellsville, 68 miles. Also built Bowest to Bowest Jct., 1.4 miles in Fayette Co.

Opened 8-1-1912

Intended to give western connection for Pitts. & Lake Erie-N.Y.C. freight destined to Baltimore area.

Leased 7-1-1913 to W. M. No equipment

Merged 2-15-1917 into W. M.Ry.

Abandoned when W.M. went into CSX and B. & O. main line used instead, ICC auth 4-7-1975 except 5 miles from Sand Patch Jct. with B&O to Blue Lick Spur.

GETTYSBURG RR

Inc. 3-24-1851 to run from Gettysburg, Adam Co. to York. Supplement 4-5-1853 from Gettysburg to Waynesboro to State line at Middleburg - to use unfinished route of Gettysburg Extension of Penna. R.R. Supplement 4-4-1864 to extend from New Oxford, Adama Co to York or Columbia.

Built: Gettysburg to Hanover - 1856-8. OPENED 12-1-58.

OPERATED BY HANOVER
B. RR UNTIL
6-12-59

Independent RR with equipment

Reorganized 1869 as Susquehanna, Gettysburg & Potomac RR.

Poors shows 2 locos from 1867 until 1874 merger into HJH&G.

"Gettysburg" 4-4-0 Baldwin 1859 853 54" drivers, 21 tons New. Sold 1861 to Hanover Branch RR

other locos unknown. Probably built by Norris or Lancaster or second hand. May have been #8,9, or 10 of HJH&G.

HANOVER BRANCH RR

Inc. 3-16-1847 to run from Hanover, York Co. to the railroad running from York to the Maryland line (York and Maryland Line RR), at Hanover Jct., 13 miles.

Built late 1840s/1850-52 Hanover to Hanover Jct. and operated by Baltimore & Susquehanna RR initially. Then operated independently, with own equipment

H.B.RR leased the Littleston RR when it was built until it was probably reorganized in 1871-72 as Littleston and South Gettysburg RR and became part of the Penna. RR.

Leased Pachman Valley RR in 1873 and Susquehanna, Gettysburg & Potomac RR in 1873

Merged in 1874 with Susq., Gettys. & Pot. RR to form Hanover Jct., Hanover & Gettysburg RR.

ICC auth. aband. Hanover Jct. to Cold Spring, 3 miles, 7-28-1928

Valley Jct. to Cold Spring, 3 miles aband. aband, soon after. (1928-1930)

Engines not originally numbered

1 Conewago 4-4-0 Norris 1853 ex Phila. & Sunbury RR "D. Lonenecker", acq. 1855

2 Hanover " Lancaster 1855 New

3 Heidleburg 0-8-0? Norris 1857 ex Hunt. & Broad Top Mtn. "S. Morris Waln", acq. 1858. May have been a 4-4-0.

4 Gettysburg 4-4-0 Baldwin 1859 c.n. 853 ex Gettysburg RR, acq. 1-25-1861.

5 Alliance " Hinkley 1867 New

6 " " second hand

7 " Baldwin 1872 3068 New

Poors Manual 1867/8 said 4 locos, 1874 said 7 locos.

HANOVER JUNCTION, HANOVER & GETTYSBURG RR

Inc. 11-21-1874 as a consolidation of Hanover Branch RR and Susquehanna, Gettysburg & Potomac RR. Independent railroad with equipment.

Built 1884 Gettysburg to Marsh Creek, 3 1/2 miles; 1885 Marsh Creek to Orrtannia, 4 1/2 miles.

Reorganized 10-1886 as Baltimore & Harrisburg RR, running from Emore Grove, Md. to Orrtannia, 58.7 mi and Valley Jct. to Hanover Jct.. 6 mi.

#1-7 see Hanover Branch RR

8 4-4-0 ex Pa. RR. Sc. circa 1888

9 " Baldwin 1867 " , acq. 1875..Sc. 1890.

10 4-6-0 " Disposed 1890

11 4-4-0 Baldwin 1884 7239 New. Camelback. Became W.M.#50 Sc. 1925.

SOMERSET COAL RY.

Inc. 5-29-1915 Jct. N.&S. Br Quimahoning Creek south to headwaters North Fork, Q. Cr, 7 miles

Built Coal Jct. (near Boswell, Somerset County) to Gray and to Bell, about 6 miles total Operation taken over by W. M. Ry. 9-25-15 using trackage rights over B. & O. RR.

Merged 1-20-50 into W. M. Ry.

ICC auth. aband. 9-19-1945 Gray northwest to end of line, .9 miles; D.c. 1946 Berkey Mine 2.2 miles toward jct. Coal Jct. to Gray, 1.5 miles aband. after 1976.

SUSQUEHANNA, GETTYSBURG & POTOMAC RR

Inc. 1-11-1871 as reorganization of Gettysburg RR

Operated by Hanover Branch RR

Merged 1874 with Hanover Branch RR to form Hanover Jct., Hanover & Gettysburg RR

WASHINGTON & FRANKLIN RR

Inc. 2-2-98 State Line (near Hargerstown) to Quinson; 9.1 miles.

Built 1898 and 1899. Opened 3-12-1899 state line to Quinsonia. Extended 5 miles to Zumbro open 1-27-1901

No equipment paralleling B&CV RR Ext.

Intended to be a cutoff to eliminate heavy grades for freight destined thru Shippensburg to B&O and Reading RRs.

Leased 7-1-1901 to W.M.Ry. Although leased to W.M. the Phila. & Reading Ry owned all the stock.

Western Maryland RR

Act. 3-23-1865 (tax not paid until 1868) allows several miles of the W.M. RR (inc. in Md.) to be constructed in Adams Co. Work not begun until 1868-69.

Act. 3-24-1869 allows 2000 feet in Penna. near Mt. Misery, Franklin Co.

These short pieces of the main line had to swing into Penna. because of mountain valleys.

W.M. RR merged into W..M. RR (Md.) unknown date.

EARLY RAILROAD HISTORY OF PENNSYLVANIA

The first decade of railroad history in the United States saw Pennsylvania in the forefront. The history, however, began almost twenty years earlier when in 1812 John Stevens of Hoboken, New Jersey proposed to the Pennsylvania state legislature that they build a railroad across the state rather than a canal system. He based his ideas on what was happening in England where several short railroads were using steam locomotives. His proposal and ideas were premature.

Eleven years passed before serious discussion resumed. This time the Pennsylvania Railroad, or to be more correct, "The Presidents, Directors and Company of the Pennsylvania Railroad" was incorporated to build from Philadelphia to Columbia. The date for this, the first railroad corporation in Pennsylvania and possibly the entire United States was March 31, 1823. John Stevens was to be superintendent. Nothing further happened on the proposal, and another three years would pass.

In the meantime the three mile Quincy Railroad in Massachusetts near Boston had been built as the first railroad in America, and in Pennsylvania an unnamed railroad, later called the Mauch Chunk Switchback Railroad was under construction. The latter was being built by the Lehigh Coal and Navigation Company on a road the company had constructed a few years earlier to bring anthracite coal from the Lansford area to their canal at Mauch Chunk in Carbon County. Horses pulled cars of coal to the top of the hill near Lansford, and from there the coal and animal coasted eight miles down the track to the canal. The horses then pulled the empty cars back. Later a return track was constructed using two steam powered planes to haul the cars to the top of hills so that they could coast back to Lansford, thereby eliminating the need for horses. The switchback portion of the railroad was from Lansford to the top of the hill at Summit Hill. The Mauch Chunk Switchback Railroad is recognized today as the father of amusement park's roller coasters. It also became in 1872 the first tourist railroad attraction in the country when its days as a coal carrier were ended by construction of a paralleling steam locomotive railroad. Until the Depression dried up tourist dollars, it prospered.

When in 1825 the Lehigh Coal and Navigation Company decided to convert their road to a railroad, the event did not go unnoticed, and 1826 became the year that railroad fever took hold in the state. In no other state was there so much interest. In that year seven companies were incorporated of which three were canal companies obtaining the rights to build lateral railroads from coal fields down to their canals. Three of the other four companies were also intended to haul coal, and the fourth was to build from Philadelphia to Columbia where it was not feasible to construct a canal.

The first of these seven companies (and one of the three which did build a railroad, opened in 1832) was the Union Canal Company

which incorporated March 3, 1826 to build railroads from its proposed canal on Swatara Creek in Schuylkill County.

These early railroads were not intended to use steam locomotives. The state legislature thought of them as being similar to toll roads but with a railroad track laid as the surface for the horse drawn cars to ride on. The railroad company, once constructed, would only maintain the track. The charter of the Lackawanna and Susquehanna Railroad, which was the second company incorporated (but never built), is typical of the early thinking of the legislature as to what a railroad should be.

The limitations placed on this railroad included it being classified as a public highway charging its users a toll of 1½¢ per ton mile for coal, salt, gypsum, brick, and lime, which along with lumber (2¢ per 1000 board feet) were expected to be the freight carried - basically home building materials, salt for food preservation, coal for heating, and lime for farming. Owners of the freight would supply the vehicles and the horses to draw their cars. There was no mention of the railroad also being able to supply cars or motive power. This thinking was changed within a month for the Susquehanna and Delaware Canal and Railroad Company which was to run from Pittston (south of Scranton) over the Poconos to the Delaware Water Gap and then down toward Trenton. This railroad could do its own transporting of freight, but also had to allow private vehicles and their horses to use it. Another interesting provision was that the grade could not be steeper than 2% as it was felt that a horse (and later steam locomotives) could not pull freight up a steeper grade. This 2% requirement became standard for all early railroads chartered by the state.

The Mine Hill and Schuylkill Haven Railroad in a charter supplement of January 21, 1831 was the first road to have a fare specified for passengers - ½¢ per mile although the railroad would not be providing the service. This fee was what the railroad would receive from the stage coach operator using the tracks for his coach. Until this time all railroads were still being classified as public highways, and therefore required to accept flanged wheel vehicles from anyone desiring to use the railway. The Philadelphia, Germantown, and Norristown Railroad, incorporated February 17, 1831, was the first company not specified as a public highway. How they convinced the legislature not to have this requirement is unknown; the public highway designation being specified for most railroads for several years afterwards. Also up to this time motive power was presumed to be horses or mules and not steam locomotives even though the Delaware and Hudson had tried one in 1829. Unfortunately, they had constructed their entire rail line before testing a locomotive on it, and when they did, they found the track not capable of bearing the weight of the locomotive.

The first railroad charter referring to

the use of a steam locomotive was the Philadelphia and Trenton Railroad, incorporated February 23, 1832. The charter specified that it could not operate a locomotive within 300 feet of the Delaware River bridge as the bridge company was afraid of sparks. The charter also specified the maximum freight rate for traffic carried in its cars moved by a locomotive to be 5¢ a ton mile and 3¢ for a passenger mile.

Five days after the Philadelphia and Trenton received its charter the Danville and Pottsville Railroad received a supplement to its 1826 charter which allowed it to transport mail. This was the first authorization in Pennsylvania to carry mail. Because it was a supplement, it is very likely that the road did soon after carry mail. (The first carrying of mail in the United States was in November 1831 by railroad.)

By early 1832 47 railroads had been chartered in Pennsylvania, and 24 would build a railroad. Fifteen of those constructed would serve coal fields, and several others were in the Philadelphia area.

The busiest of these early railroads was probably the Philadelphia and Columbia Railroad which connected Philadelphia to the canal at Columbia. From that point the canal system stretched north through Wilkes Barre to New York State and west to Pittsburg and up toward Erie. As with several other railroads it used steam locomotives to haul its

freight cars while at the same time other users pulled their cars with horses. This practice continued until the latter 1830s when horses were banned from use. The railroad actually was not given its name formally by charter but acquired it out of common usage by the public, who, however, in the Columbia and Harrisburg area referred to it as the Columbia and Philadelphia Railroad. Without giving it a name the railroad had been authorized by the legislature as part of the canal system across the state. It was built by the state and not by private investors. The same was true for the Allegheny Portage Railroad which was also part of the same system. Both were acquired by the Pennsylvania Railroad from the state shortly after the Pennsylvania was organized.

By the end of the 1830s more than 150 charters had been granted - three times as many as would be granted during the 1840s. On a single day, April 1, 1836 eight companies were chartered by the legislature although only one, the Lebanon Valley Railroad, would be built. No other state had close to this number of railroads organized in the 1820s and 1830s.

It was one thing to charter a railroad; it was something else to dig up the money to build one. Except for those intended to serve the coal fields, few were built. Many of those built outside the coal field area went broke, their investors losing all their money.

PLANES

When railroads were in their infancy in the 1820s and early 1830s, it was believed that an iron wheel locomotive on iron rails would not go up more than a 2-3% grade without sliding back. Even when the assumption was proved false, the small locomotives could hardly pull more than empty cars up such a grade. As a result the early railroads used planes.

The Philadelphia and Columbia RR at the Belmont area of Philadelphia had a 200 foot hill to climb, and used a half mile plane having a 7% grade. Another plane was used to drop down into Columbia on the Susquehanna River.

The Danville and Pottsville RR between Pottsville and Sunbury was planned for 9 planes. Four were built to climb about 350 feet on the east side of the mountain near Pottsville in 1834. Later a railroad was built paralleling the route with a 2½ to 3% grade.

The Allegheny Portage RR used planes until larger locomotives of the 1850s obsoleted the need. While these first mentioned three railroads were soon replaced by steam locomotive railroads, other planes operated much longer. The three gravity railroads - the Delaware and Hudson RR at Carbondale, the Pennsylvania Coal Co. near Scranton (later Erie and Wyoming Valley RR), and the Mauch Chunk Switchback RR ran much longer. The first two lifted loaded coal cars and were abandoned in 1899 and 1883 respectively while the Mauch Chunk Switchback lifted empty cars until 1872 when it ceased carrying coal, but then continued for another 60 years carrying vacationers.

Planes were also used by coal companies to lower cars of coal from mine mouth down a mountain to trackside. There were probably 10 or 20 or even more of them in the soft coal regions of Bradford, Lycoming, Cambria and other counties.

The Reading Ry had two somewhat parallel planes, the Gordon Planes and the Mahanoy Plane. The former was built in 1854 at Gordon and operated until 1896. It had two planes each about a mile long with a total vertical height of 717 feet. The Mahanoy Plane between Gilberton and Frackville was more than twice as steep. It opened in 1862, rising 365 feet in a half mile parabolic curve with a maximum grade of 22%. It was discontinued in 1932 and torn up in 1943.

By almost any standard the Jersey Central RR's Ashley Planes was the most outstanding. Completed in 1843 it far surpassed anything previously built. The three planes totalled 2.2 miles and climbed 1025 feet. The bottom plane, with only a 5.7% grade, took six 50 ton hopper cars up the grade at a speed of about 25 mph. The two shorter upper planes with a 14.6% and 9.3% grade handled 3 cars at a time. An entire coal train could be lifted in little more time than the road engine needed to run light up the 14 mile backtrack. Until the back track was completed in 1867, the planes had carried empties and passengers. The planes were discontinued in 1947 after diesels were purchased.

THE EARLIEST RAILROAD COMPANIES OF PENNSYLVANIA

With the construction of the horse tram railroad at Mauch Chunk in 1826 the railroad craze hit Pennsylvania. Seven railroads were formed in that year, although only four were subsequently constructed. During the remainder of the 1820s 17 more were authorized - 3 in 1827, 10 in 1828, and 4 in 1829. Eventually 13 of these were built with all but two, the Allegheny Portage and the Philadelphia and Columbia Railroads, intended to serve coal mining. All were intended to use horses, but several upon completion used steam locomotives.

The 1830s saw interest in railroad construction extend beyond coal traffic. Many lines were proposed in the Philadelphia to York area. 136 were formed, but only 26 are definitely known to have been constructed. The biggest year was 1834 when 34 were incorporated. Only two years earlier just one had been formed - and it wasn't built. 1839 was a good year with 21 new companies, but the following year it dropped to only six. With that drop railroad mania disappeared, and for all of the 1840s only 49 companies were formed with 15 being constructed.

Construction of some roads is questionable. These were lines authorized for coal companies to build up to 5 or 10 miles to connect their mine with an existing railroad. Some of these companies may have built their line, possibly only 1/2 or one mile being needed, and then turned the operation over to a connecting railroad. Several of the coal spur branches of the Lehigh Valley, Central Railroad of New Jersey, and Lackawanna probably were such companies.

Interestingly, the first railroad to be built, the Mauch Chunk Switchback, was not authorized by the Legislature. The Lehigh Coal and Navigation Company merely laid a track on a road they had built. It had no official name for years. Similarly, the Legislature never designated a name for the two railroads it authorized the Commonwealth to build in 1827 and 1828 as part of the public works canal system from Philadelphia to Pittsburgh. One of these which became known as the Philadelphia and Columbia RR was initially referred to at its western end as the Columbia and Philadelphia RR. The other railroad was the Allegheny Portage.

To give an idea as to whom the 211 railroad companies were that were authorized in the first 27 years between 1823 and 1849 (54 actually built) and where, the following list has been prepared. During the next ten year period of the 1850s 166 companies were formed with at least 67 being built. An * indicates that the railroad was built; an *? indicates that it is not known if it may have been constructed.

1825	Railroad Name	County
	Pennsylvania RR	Phil, Del, Ches, Lanc.
1826	not named (Mauch Chunk Switchback)*	Carbon
	(not authorized actually by Legislature)	
	not named (Union Canal Co.)*	Schuylkill
	Lackawanna & Susquehanna RR	Wayne, Susq.
	Susquehanna & Delaware Canal & RR	Luzerne, Monroe
	Dauphin & Susquehanna Coal Co.*	Dauphin
	not named (Delaware & Hudson Canal Co.)*	Wayne

Columbia, Lancaster & Phila. RR	Phil, Del, Ches, Lanc.
Danville & Pottsville RR *	Columbia, Schuyl
1827	
not named (Mahanoy Navigation Co.)	Northumberland
not named (Allegheny Portage RR) *	Blair, Cambria
Oxford RR	Chester
1828	
Mill Creek & Mine Hill Nav. & RR *	Schuylkill
not named (Tioga Navigation Co.) *	Tioga
Baltimore & Ohio RR	not specified
Mine Hill & Schuylkill Haven RR *	Schuylkill
not named (Philadelphia & Columbia RR)	* Phil, Del, Chester, Lanc.
Lycoming Nav. RR & Coal Co.	Lycoming
Tioga RR & Coal Co.	Tioga
Orwigsburg RR	Schuylkill
not named (Schuylkill East Branch Nav. Co. renamed Little Schuylkill Nav., RR & Coal Co.)	Schuylkill
Schuylkill Valley Nav. & RR Co.*	Schuylkill
1829	
Mount Carbon RR *	Schuylkill
Lick Run RR	Lycoming-Clinton
Northern Liberties & Penn Twp RR*	Philadelphia
Little Schuylkill Nav., RR & Coal Co.*	* Schuylkill
1830	
Phillipsburg & Juniata RR	Huntingdon, Clear
Tuscarora & Cold Run Tunnel & RR	Schuylkill
Middle Port & Pine Creek RR	Schuylkill
Delaware & Susquehanna RR	Pike, Luzerne
Wallenpaupack Improvement Co.	Wayne, Luzerne
Lykens Valley RR-Coal Co. *	Dauphin
Beaver Meadow RR & Coal Co. *	Carbon, Northam,
1831	
Phila., Germantown & Norristown RR *	Phila., Montgom. Chester
West Chester RR *	Chester
Washington & Pittsburgh RR	Allegh., Washing
Little Schuylkill & Susquehanna RR*	Col., Schuylkill
Lorberry Creek RR *	Schuylkill
Bald Eagle & Nitany Valley Turnpike	& RR Centre
Fishing Creek RR	Schuylkill
Philadelphia & Delaware County RR	Delaware
Swatara & Good Spring Creek RR *	Schuylkill
Southwark RR *	Philadelphia
Roush Creek RR	Schuylkill
Cumberland Valley RR *	Cumberland
Rock Cabin & Tangascootac RR	Centre (Clinton)
1832	
Philadelphia & Trenton RR *	Buck
Franklin RR *	Franklin
York & Maryland RR *	York
Adams County RR	Adams
Ligett's Gap RR *	Lack, Luz, Susq.
Norristown, Berk & Lehigh RR	Montg, Berk, Leh
Strasburg RR *?	Lancaster
Williamsport & Elmira RR *	Lycoming, Bradf
Marietta & Columbia RR	Lancaster
Portsmouth & Lancaster RR	Lancaster
Oxford RR	Chester, Lanc.
Huntingdon & Chambersburg RR	Hunt., Franklin
1833	
Wyoming & Lehigh RR	Carbon, Luzerne
Philadelphia & Reading RR *	Berk, Montg.
Norristown & Mount Carbon RR	Montg, Berks, Sch.
Susquehanna RR (*)	Luzerne & north
West Chester Extended RR *?	Chester
1834	
Muddy Branch RR	Schuylkill
1835	
Harrisburg, Portsmouth, Mt. Joy & Lancaster RR *	Lancaster, Daup
West Philadelphia RR	Philadelphia
Delaware County Branch RR	Delaware
West Chester & Port Deposit RR	Montg., Chester
Wrightsville & York RR	York
1836	
Phila., Wilmington & Baltimore RR*	Del., Chester
Reading & Brandywine RR	Berk., Chester

Plymouth RR *	Montgomery	Towanda RR & Coal Co.	Bradford
Warren & Pine Grove RR	Warren	Forest Improvement Co.	Schuylkill
Summit Coal Co. *?	Luzerne	Bear Valley Coal Co.	Schuylkill
Summit Branch RR *	Dauphin, Schuylk	Allegheny & Bald Eagle RR, Coal & Iron Co.	Centre, Hunting.
Wrightsville & Gettysburg RR	York, Adams		
Bristol & Newtown RR	Bucks	Union RR & Mining Co.	Dauphin, Schuylk
New Hope, Doylestown & Norristown RR	Bucks	Philadelphia & New Hope RR	Bucks
Chester & Delaware County RR	Chester, Del.	Loyalsock RR	Lycoming, Sull.
Newville Branch RR	Cumberland	Morris Run Coal Co.	Tioga
Bdaver & Conneaut RR	Beaver	Potosi Coal Co. *?	Luz., Northam.
Hazleton Coal Co's RR *	Luzerne	West Branch Franklin RR	Franklin
Willardsville & Jersey Shore RR	Lycoming, Tioga	Howelton Coal Co. *?	Schuylkill
Lewisburg, Penns Valley & Hollidaysburg RR	Union, Centre & Blair	Larrys Creek RR & Coal Co.	Lycoming
Chambersburg & Loudon RR	Franklin	Huntingdon & Hollidaysburg RR	Huntingdon
Lebanon Valley RR *	Berks, Lebanon	Hanover & Codorus RR	York
Erie RR	Erie, Warren	1840	
Philadelphia & Port Deposit RR	Chester	Danville RR	Columbia
New Holland RR	Lancaster	Pottsville & Tuscarora RR	Schuylkill
Catawissa & Towanda RR	Col, Luz, Wyoming	Bradford RR & Coal Co.	Bradford
Richmond RR	Philadelphia	Middlefield Coal Co.	Schuylkill
Towanda & Franklin RR	Bradford	Schuylkill Valley RR (S.V.Nav.&RR) *	Schuylkill
Kensington & Penn Townp RR	Philadelphia	1841	
Pine Grove & Schuylkill Haven RR	Schuylkill	Swatara RR (Swatara & Good Springs RR) *	Schuylkill
New Castle RR	Lawrence	New York & Erie RR *	Susquehanna
Philadelphia & Taylorsville RR	Phila., Bucks	Fourth Mountain Coal & RR	Schuylkill
Hestonville & Schuylkill RR	Philadelphia	Black Creek Iron & Coal Co. *?	Luz., Northam.
Quinn Run RR	Lycoming	Wilksburg RR	Allegheny
Huntingdon & Chambersburg RR	Hunt., Franklin	Diamond Coal Co.	Luz., Northam.
Reading, Fredericksburg & Susq. RR	Berks, Leb, Dauph	1842	
Buck Mountain Coal Co. *	Luzerne	Harrisburg & Pine Grove RR	Dauphin, Schuylk
Northampton & Luzerne Coal Co.	Luz., Northamp.	Bear Mountain RR	Dauphin, Schuylk
Laurel Hill Coal Co.	Luz., Northamp.	Mount Carbon & Port Carbon RR *	Schuylkill
1837		Erie & North East RR *	Erie
Washington & Pittsburg RR	Washington	Donaldson Improvement & RR Co. *	Leb., Schuylk.
Sunbury & Erie RR *	Northumberland,	Schuylkill RR & Mining Co. (Offerman RR)	Schuylkill
McKean, Warren, Erie, Lyc, Clinton, Cameron, Elk	Allegheny, north,	1843	
Pittsburgh & Susquehanna RR	Allegh, West, Fay,	1844	
Pittsburgh & Connellsville RR *	Dauphin, Northum.	Hollidaysburg & Bennington RR & Mining	Huntingdon
Harrisburg & Sunbury RR	Allegh, Westmore,	Blossburg Coal Co.	Tioga
Pittsburgh & Laughlinstown RR	Lancaster	Fishing Creek, Swatara & Schuylkill	Schuylkill
Columbia & Maryland Line RR	Lancaster	Shamoken, Mahanoy & Schuylkill RR	Schy., Northam.
Marietta & Portsmouth RR *	Columbia	1845	
Mifflinburg & Catawissa Furnace RR	Beaver, Mercer, V	Bedford Mineral Springs RR	Bedford
Pittsburg, Kittanning & Warren RR	Ven.	Bloomsburg RR & Iron Co. *?	Columbia
		Schuylkill RR	Philadelphia
Chambersburg & Gettysburg RR	Adams, Franklin	1846	
Williamsport RR	Lycoming	Pennsylvania RR *	many
Baltimore & Peach Bottom RR	York	York & Cumberland RR *	York
Wrightsville, York & Gettysburg RR *	York	Delaware, Lehigh, Schuylkill & Susq.	Carbon, Schuylk
1838		Pittsburgh & Erie RR	many
Mountain Coal Co.	Luzerne	North Branch RR	Bradford
Stafford Coal Co.	Luz, Northam.	Luzerne & Schuylkill RR	Luz, Schuyl, Carb
Athens & Ithaca RR	Bradford	Summit Branch RR *	Dauphin, Schuylk
Tioga & Seely Creek RR	Tioga	Lancaster, Lebanon & Pine Grove RR	Lanc., Lebanon
Hamburg, Allentown, Bethlehem & Easton RR	Berks, Lehigh & Schuylkill	1847	
no name	Dauphin	Hanover Branch RR *	York
Offerman RR & Mining Co.	Schuylkill	1848	
Geo. M. Lauman *?	Dauphin	Chester Creek RR	Chester
Wyoming Coal Co. *?	Luzerne	Ohio & Pennsylvania RR *	Beaver
Washington Coal Co. *?	Luzerne	West Chester & Philadelphia RR *	Chester
Pennsylvania Coal Co. *	Luzerne, Lackawa	no name (Scranton Bros.) *?	Lackawanna
Sugar Loaf Coal Co. *	Luz., Northam.	Drakes Ferry & Broad Top RR	Huntingdon
Plymouth Coal Co.	Luzerne	Chestnut Hill RR *	Phila., Montgom
1839		Erie & Ohio RR	Erie
Hanover Coal Co.	Luz., Northam.	1849	
Shrewesburg RR	York	Chartiers Coal Co.	Allegheny
Dividing Ridge RR	Chester	Pequa RR & Improvement Co.	Dauphin, Lebanon
Williams Valley RR & Mining Co.	Dauphin, Schuylk	Wilkes Barre Coal Co. *?	Luzerne
Allegheny Coal Co.	Somerset	Pittsburgh & Steubenville RR *	Washington
Western Pennsylvania Coal Co.	Warren, McKean	Delaware & Cobbs Gap RR	Lack, Wayne, Monr
Good Spring Coal Co.	Schuylkill	Milford & Matamorab RR	Pike
		Pittsburgh & Wheeling RR	Washington
		Catawissa, Williamsport & Erie RR *	Columbia, Lyc.,
		Huntingdon & Broad Top RR	Huntingdon

LOCOMOTIVE BUILDERS OF PENNSYLVANIA

Pennsylvania had the largest number of locomotive builders of any state, and it produced close to half of all locomotives built in the country. The Baldwin Locomotive Works was the largest single plant builder in the country; General Electric was the largest builder of electric locomotives; Potter was the largest builder of light (industrial) locomotives; and the Pennsylvania Railroad's Juniata Shop was the largest railroad builder of locomotives. Norris, which for two decades kept pace with Baldwin, was the first major builder to close down.

There were twelve major builders of locomotives in the state, numerous minor builders, and a half dozen or more railroad builders.

Major Builders

Baldwin Locomotive Works

Matthias W. Baldwin produced his first locomotive in 1831. He died in 1866. The company operated as a partnership until 1909 carrying a variety of names, but always referred to as Baldwin. It was then incorporated, and continued making locomotives until 1956, ceasing construction at construction number 76149. (About 3000 were not used for locomotives). Until 1906 it built all engines in Philadelphia. In that year their Eddystone plant was opened ten miles south of Philadelphia, but it wasn't until 1928 that all activities at Philadelphia were moved. At Eddystone the company had its own dock for ocean going ships loading of export locomotives. During the late 1880s and 1890s the company was responsible for almost all new locomotive developments, and this superiority helped convince the other builders to merge in 1902 into the American Locomotive Company.

Norris Locomotive Works, Philadelphia.

S.H. Long built locomotives 1831-1833 and then was joined as Long and Norris, 1834-1835; followed by Wm. Norris 1836-1843, Norris Bros. 1844-1852, and Richard Norris & Son, 1853-1868. During the 1850s this company produced more locomotives than Baldwin. From 1831 until 1868 it built about 1200.

Lancaster Locomotive Works, Lancaster

This firm which was also known by its owner, Brandt, built an unrecorded number of engines from 1853 to 1861, possibly about 50. The shop closed at the beginning of the Civil War.

Norris, Lancaster

James Norris took over the Lancaster Locomotive Works buildings in 1863 and ran it one year when Edward S. Norris took over and ran it until 1868. He built a sizeable number of engines although probably not as many as Lancaster Loco. Works had built.

Dickson Manufacturing Co., Scranton

Dickson purchased the factory of Wm. Cooke in downtown Scranton in 1863 so as to provide a builder of locomotives to the Delaware and Hudson and D.L.&W.R.Rs, who were the primary customers. It built 1387 locomotives until merger into Alco in 1902. It continued making locomotives of smaller size until 1907, and from then until final closure in 1909 it

built small switch engines, usually with saddle tanks.

Pittsburgh Locomotive Works, Pittsburgh

The company commenced in 1867 and built 2418 locomotives before merging into Alco in 1902. The plant continued until 1919. During its final years construction was devoted to switch engines.

National Locomotive Works, Connellsville

This company built 75 locomotives from 1871 until 1878. It specialized in narrow gauge, and was successful thru the 1873 panic and subsequent bad years, but failed in 1878. There is only a partial record compiled of its constructed engines.

David Bell & Co. Smith & Porter Co. Porter, Bell & Co. H. K. Porter Co. Pitts.

David Bell & Co. built an unrecorded number of locomotives from 1866 to 1871. Smith and Porter during the same period built about 100. In 1871 Porter, Bell & Co. was formed as a merger. A few years later it was reorganized as H.K.Porter Co. Production was limited to light engines for industrial use primarily. Operations discontinued in 1950 at construction number 8275, but at least 300 numbers were never used and David Bell's engines were not included. Records are incomplete on the earliest engines.

Wyoming Valley Mfg.Co.-Vulcan Iron Works, Wilkes Barre.

This company commenced building light locomotives in 1880 probably for coal companies. Sometime in the 1880s it was bought by or its name changed to Vulcan Iron Works. It made very few locomotives from the late 1880s until mid 1890s. Construction numbers 16 to 115 were never used, and the final engine, built in 1949 carried c.n. 4877. The final order, built in 1948 and 1949 was for 88 2-10-0 locomotives for Turkey - by far the largest locomotives ever built.

Climax Manufacturing Co., Corry.

A builder of geared locomotives from 1888 until 1928, building about 1035. Its use of the skew gear to transmit power is the only known use of this type of gear for heavy power transmission.

Stearns Manufacturing Co. --Heisler Locomotive works, Erie.

From 1894 until 1941 627 geared locomotives of the Heisler patent were built along with 29 (or maybe 30-32) fireless engines (1934-1941) and one diesel electric. It carried the Stearns name until 1907 when company name changed to Heisler Loco. Works.

General Electric Co., Erie.

Until the mid teens (?) electric locomotives were built at Schenectady, N.Y., but then construction was moved to Erie where beside electric locomotives small diesel electrics were built and later gas turbines. After Alco ceased locomotive production, G.E. commenced building large diesel-electrics.

Garrett & Eastwick; Eastwick & Harrison,
Philadelphia

From 1835 until 1839 Garrett & Eastwick built 13 locomotives, all for railroads in Pennsylvania (Beaver Meadow RR, Buck Mountain RR, Danville & Pottsville RR, Hazleton Coal Co., and the Phila. & Reading Ry.) In 1839 it reorganized as Eastwick and Harrison and in that year built 3 for the Baltimore & Ohio, the famous "Gowan and Marx" for the Phila. & Rdg., and a loco. for Sugar Loaf RR. It continued its success until 1842 when the firm moved to Russia.

Minor Builders

For the most part the minor builders built a few locomotives as a sideline to other work they did. All together they built fewer than 50 locomotives.

James Brook, Philadelphia

In 1840 he built a locomotive for the Montgomery & West Point RR "West Point", and he may have built several more.

Chaplin & Iantz Allegheny (Pittsburgh)

In July 1880 they produced a locomotive for the Lawrence & Evergreen RR, and said they would built light locomotives. Unknown what, if any, were subsequently built.

Wm. Cooke & Co., Scranton

Advertisements in late 1850s state the company makes light locomotives. No record of any known. Buildings were acquired by Dickson in early 1863.

Crane Iron Co., Catawauqua

In 1881 built an O-6-OT for its own use. Probably no other locomotives built.

Davis & Gartner (1832); Phineas Davis (1834-1836), York

Davis & Gartner built two locomotives for the B. & O. RR in 1832 and Phineas Davis built 9 more for the B. & O.

Eason & Dotterer (1838); D. H. Dotterer (1839-1842), Reading

Eason & Dotterer built 3 locomotives for the South Carolina Canal & RR Co. in 1838 and rebuilt or built several others for the company. In 1839 D.H. Dotterer built 2 for the Phila. & Columbia RR, and between 1840 and 1842 built several others apparently.

Lewis Kirk, Reading

He built at least one locomotive prior to 1858 after leaving the Phila. & Reading RR..

McClurg, Wade & Co. Pittsburgh

built 6 locomotives between 1834 and 1837. 4 for Allegheny Portage RR, one for Michigan Central RR, and one for Phila. & Columbia RR.

Montour Iron Co., Danville

The company advertised building light locomotives and built at least one for its own iron furnace, probably 1880s.

Pennsylvania Locomotive Works, Philadelphia

According to Charles Fisher his company built one locomotive in 1831, but no information as to purchaser. Company owned by Stacey Costel.

Pittsburgh & McKeesport Cdr. & Loco. Works, McKeesport

Company built light locomotives from 1874 until plant burned in 1877. Partial information on 7 locomotives is known.

Coleman Sellers & Son, Philadelphia

In 1836 built 2 locos. for Philadelphia and Columbia RR and in 1839 built one for Baltimore & Susquehanna RR. Believed to have built several more up to 1841.

Geo. W. Snyder Co., Pottsville

In 1881 built 3 locomotives for Bright-hope RR of Virginia. Not known what else may have been built.

Tyng Loco. Works, Lancaster

In 1869 acquired former Norris works at Lancaster. Operated it one year making several locomotives for Pennsylvania RR.

Westinghouse Electric Co., Pittsburgh

This company supplied the electric components for electric and diesel electric locomotives built by Baldwin and Porter.

A. Pardee & Co., Hazleton

Using the Hazleton RR shop (which he owned), he built at least two locos in mid 1860s for other roads.

SWITCHBACKS

Several major railroads operated switchbacks, and for one it was a serious barrier on their main line. Some logging railroads and a few other privately owned railroads used them. This short article comments on the more interesting ones.

The Pennsylvania RR had one in Centre County midway on their branch to the coal mines at Snow Shoe. The Reading's line towards Lykens Valley also did as did a few shorter Reading coal mine branches. The Mauch Chunk Switchback RR used horses. These switchbacks were torn up in 1872 when the road ceased carrying coal.

For 30 years the Leetonia RR and its predecessor in the Pine Creek gorge climbed 600 feet on a 5% grade via four switchbacks. Although most traffic was down, some coal and animal hides were taken up. The only switchback exceeding this rise was the logging branch of the Cammal and Black Forest RR which dropped 650 feet down to Naval Run on Pine Creek via a series of six or eight (two may have been sharp curves) short quarter to third mile long legs. The line was used for a year or two with logs being taken up the mountain.

The Buffalo and Susquehanna RR main line used four switchbacks, two on each side of the 400 foot mountain south of Galteton. The 4% grade limited doubleheaded coal trains to 9 or 10 cars. After losing vast sums of money trying to compete with the Pennsylvania and B.R.&P., the B.&S. rerouted its coal over the Pennsylvania RR. The B.&S. also had a single switchback on its line out of Keating Summit. The 1942 flood washed out track and resulted in the switchbacks being abandoned.

The Pittsburgh and Western RR used a switchback climbing out of Foxburg going north to Kane. This last switchback in the state was abandoned in 1980

CAR BUILDERS OF PENNSYLVANIA

Pennsylvania has been a major producer of freight and passenger cars with about one sixth of all such plants located in the state. The Pressed Steel Car Company of Pittsburgh revolutionized freight car design when in 1897 it produced the first steel, 50 ton capacity hopper car to supercede 30 ton capacity wooden cars then being built. The A.C.F. plant at Berwick built the first production line steel passenger cars in 1904 for the I.R.T. subway and Long Island RR. The same car plant was soon after the largest car manufacturing plant in the United States, producing over 100 freight cars a day - over 30,000 each year - for years. During the era of streamlined stainless steel cars, the Budd Company's Philadelphia plant made all of them.

The list which follows was compiled by John H. White, Jr and published by the Railway and Locomotive Historical Society. Several railroads also built their own cars, and it is believed that several early car builders have been overlooked.

Allison, W.C. & Sons	Philadelphia	1845c-1895c	Lebanon Mfg. Co.	Lebanon	1870-
later Murphy & Allison and Junction Car Works			Lehigh Valley Car Mfg. Co.	Stemton	1870c-
Allegheny Car Co.	Swissvale	1873c-1882	McKee, Fuller & Co.	Catasauqua	1879
sold to Woodruff Sleeping Car Co.			Middletown Car & Mfg. Co.	Middletown	1869-1930?
Altoona Mfg. Co.	Altoona	1870c-1900?	Became Std. Steel Car Co.	1909; Pullman	1930
American Car & Fdry	See Bloomsburg Car Works,		Murphey & Allison	See W.C.Allison & Sons	
Jackson & Woodin Co.,	Murray, Dougall & Co.		Murray, Dougall & co.	Milton	1864-present
Baker, Jackson & Co.	Iatrobe	1880s	Became Am.Car & Fdry,	1899	
Beaver Falls Car Co.	Beaver Falls	1880s	Oxford Co-operative Car Co.	Oxford	1873-1878c
Bellefonte Car Mfg. Co.	Bellefonte	1873?-1881	Pardee Car & Mach. Works	Watsonstown	1875c-1890?
Berwick Forge & Fab.	Berwick	1970s-1821?	Pardee, Snyder & Co.	Williamsport	1880s
Bethlehem Steel Co.	Johnstown	1901-present	Pennsylvania Car Works	Iatrobe	1880s
Billmeyer & Small	York	1852-1910c	Pennsylvania Car Works	Ligonier	1880s
Blain Bros. Car Works	Huntingdon	1880s-1885	Pittsburgh Car Works	Pittsburgh	1865c-1883
Bloomsburg Car Works	Bloomsburg	1868c-19??	Became Youngstown Car Mfg. Co.,	1883	
sold to Am. Car & Fdry Co.			Pittsburgh & McKeesport	McKeesport	1855c-1877
Bridgeport Car Works	Bridgeport	1870s	Car Co. (&Loco Co.)		
Budd, Edward, Mfg. Co.	Philadelphia	1932-1980s	Pressed Steel Car Co.	McKees Rocks	1899-1954
Carlise Mfg. Co.	Carlise	1870c-1900?	Pressed Steel Car Co.	Pittsburgh	1899c-19??
Connellsville Machine & Car Co.	Connellsville	1870s-1880s	Pullman Standard	See Middletown Car &	
Consohocken Car Works	Consohocken	1880-	Mfg. Co. and Standard Steel Car Co.		
Dauphin Car Works	Dauphin	1880s	Schall, Michael	Dauphin, Glenlock, York	
Empire Car Works	York	1849c-1890?		& Middletown	1870s-1890c
Erie Car Works	Erie	1868-1920?	Snyder, G. W.	Pottsville	1850?-1880s
Franklin Fdry Mach. & Car	Franklin	1840c-1880?	Standard Steel Car Co.	Butler	1902-1970s
Frederick & Co.	Catasauqua	1870?-1900?	Sold to Pullman Standard,	1930	
Gill, John L., Jr.	Allegheny	-1885	Stem, Geo. H. & Co.	Stemton	1870c-1885?
Greenville Steel Car Co.	Greenville	1916-present	Swissvale Car Co.	Swissvale	1873-1885c
Harrisburg Car Mfg. Co.	Harrisburg	1853-1890c	Union Car Works	York	1847-1857
Hazelton Car Works	Hazelton	1880s	Sold to Northern Central RR,	1857	
Huntingdon Car Works	Huntingdon	1872-1885c	Warren Tank Car Co.	Warren	1901?-present
Imlay, Richard	Philadelphia	1830s-1840s	renamed Warren Car Co.,	1948	
Jackson & Woodin	Berwick	1861-1960s	Watsonstown Car Co.	Watsonstown	1870s
sold to Am. Car & Fdry Co.,	1899.		Woodruff Sleeping Car Co.	Swissvale	
Kimball & Gorton	Philadelphia	1849-1862	Acquired Allegheny Car Co.		
became J. R. Bolton 1862 & closed.					

INDEX

	Desc.	Map	Pic.		Desc.	Map	Pic.
none (1852)	104			Atlantic & Great Western Ry Co.	331	330	
none (1848)	156			of Penna.			
none (1838)	108			Attleborough RR (1856)	56		
none (1851)	103			Attleborough RR (1860)	56		
none (1854)	107			Auburn & Port Clinton RR	455&453		
none (1836)				Avonmore & Northern Ry	267		
Acme Extract Co.	133	131		AUDENREID TOWER CO.	340	337	
Adams County RR (1832)	6			Babcock Lbr. Co.	232		
Adams County RR (1863)	6			Bachman Valley RR	476	475	
Addison & Northern Penna. RR	284	282		Back Creek Lbr. Co.	123	124	
Addison Penna. RR	284	282		Baker, Hammond & Co.	133	131	
Alder Run RR	87	88		Baker, Jackson & Co.	484		
Aliquippa & Southern RR	34	34	43	Bald Eagle & Nittany Valley Turn- pike & RR Co.	81		
Allegheny RR	123	122		Bald Eagle Valley RR	386&372	367	
Allegheny & Bald Eagle RR, Coal & Iron Co.	383	372		Baldwin & Mifflin Connecting RR	30		
Allegheny & Beaver RR	26			Ball, George L. <small>BALDWIN LOCO. WORKS</small>	183	184	
Allegheny & Chartiers RR	29			Ball & Zimmerman Lbr.	183	187	
Allegheny & Clarion Ry.	87			Baltimore & Chicago RR	37		
Allegheny & Fayette RR (no listing, index of 1873 Commonwealth Acts with no page #.)				Baltimore & Cumberland Valley RR	476	475	
Allegheny & Kinzua RR (1887)	183	184		Baltimore & Cumberland Valley RR Extension	476	475	
Allegheny & Kinzua RR (1890)	183	184		Baltimore & Harrisburg RR	7		
Allegheny & Lawrence RR	29			Baltimore & Harrisburg Ry	476	475	
Allegheny & Monongahelia RR	29			Baltimore & Harrisburg Eastern Ex- tension RR	476	475	
Allegheny & Northwestern Ry	60			Baltimore & Harrisburg Ry Eastern Extension	476	475	
Allegheny & South Side RR	10	8	11	Baltimore & Harrisburg Ry Western Extension	476	475	
Allegheny & Susquehanna RR	87			Baltimore & Lehigh RR	272		
Allegheny & Western Ry	290	288		Baltimore & Ohio RR	260, 277	276	
Allegheny & Western RR	59			Baltimore & Ohio RR Co. of Penna.	277		
Allegheny & Western Connecting RR	31			Baltimore & Ohio Short Line RR	277		
Allegheny & Westmoreland RR	31			Baltimore & Peach Bottom RR	273		
Allegheny Car Co.	484			Baltimore & Philadelphia Ry	277		
Allegheny Chartiers Ry	29			Baltimore & Philadelphia RR	277		
Allegheny City & Freeport RR	26			Baltimore Coal & Union RR	312		
Allegheny Coal Co.	237			Baltimore, Phila. & New York RR	455&454	450	
Allegheny Connecting RR (1893)	29			Baltimore, Pittsburgh & Chicago RR	26		
Allegheny Connecting RR (1897)	30			Baltimore, Pittsburgh & Chicago RR	27		
Allegheny Junction RR	10	8		Bangor & Bath RR	315		
Allegheny, Kennerdell & Clinton- ville RR	249	248		Bangor & Portland RR	315	313	
Allegheny Narrow Gauge RR	26			Barclay RR	50	50	
Allegheny Northern RR	26			Barclay RR & Coal Co.	50	50	53
Allegheny Portage RR	479, 383&371	367		Barclay Bros. Lbr.	69	69	
Allegheny RR & Coal Co.	49			Bare Rock RR	232	231	233
Allegheny Terminal Co.	290			Bark Camp RR	87	88	
Allegheny Southern RR	46	45		Bath Terminal RR	211		
Allegheny Valley RR	384&372	369		Baughman and Sutton Lbr.	133	131	
Allentown RR	455&453	450		Baxter Lbr. Co.	85	85	
Allentown & Norristown RR	204			Beallsville & Waynesburg RR	139	139	
Allentown Terminal RR	307	305		Bear Creek RR	301		
Allenwood & Western RR	180	179		Bear Mountain RR	228		
Allison & Son, W.C.	484			Bear Valley Coal Co.	228		
Altodale, Quincy & State Line RR	137			Beaver & Conneaut RR	36		
Altoona & Beech Creek RR	46	45		Beaver & Ellwood RR	436	435	350
Altoona & Beech Creek Terminal RR	46	45		Beaver City RR	104	104	
Altoona & Bedford County RR	40			Beaver Connecting RR	37		
Altoona & Philipsburg Connecting RR	92	89		Beaver Falls Car Co.	484		
Altoona & Wopsonnock RR	46	45		Beaver Falls Marginal Ry	37		
Altoona, Clearfield & Northern RR	46	45		Beaver Lbr. Co.	104	104	
Altoona Coal & Coke Co.	46			Beaver Meadow RR & Coal Co.	340	337	
Altoona, Juniata & Northern RR	46			Beaver Meadow, Treschow & New Boston RR	307	305	
Altoona Mfg. Co.	484			Beaver Valley RR	436	435	350
Altoona Northern RR	46	45	48	Beaver Valley & Ohio Ry	38		
Altoona Short Line RR	39			Bebelheimer, Daniel	140	141	
Altoona Terminal RR	49			Bedford RR	144		
American Car & Foundry Co.	484			Bedford & Bridheport RR	386&373	367	
American Fire Brick Co.	99			Bedford & Hollidaysburg RR	387&373	367	
Amityville RR	42			Bedford & Western RR	39		
Amsler & Campbell Lbr. Co.	113	114		Bedford Mineral Springs RR	39		
Anderson, Edc (lbr.)	183	184		Beech Creek RR	354	351	
Anderson Creek RR	87	88		Beech Creek, Altoona & South Wes- tern RR	49		
Andrews, Hiram F.	255	253		Beech Creek & Hudson River RR	213		
Anthracite Ry	41&203	40&203		Beech Creek, Clearfield & South- ern RR	354	351	
Antis Coal & Iron Co.	49			Beech Creek Coal, Iron & Petroleum Co	81		
Antrim RR	137			Beech Creek Extension RR	354	351	
Arcadia & Clifton Heights RR	112			Beecher, J. W.	76	74	
Ardmore RR	112			Beecher & Bullock	98	97	
Argentine & Eau Claire RR	60			Belfast & Niskey RR	211		
Arnot & Pine Creek RR	327	326		Bellefonte & Buffalo Run RR	76	74	
Arthurs Coal & Lbr. Co.	69	69		Bellefonte & Clearfield RR	81		
Asaph RR	244	244		Bellefonte & Eastern RR	81		
Ashbourne, Cheltenham & Phila. RR	205			Bellefonte & Lewistown RR	81		
Ashland & Centralia Ry	103			Bellefonte & Snow Shoe RR	483, 387&372	367	
Ashtola & Allegheny Mountain RR	232	230		Bellefonte Car Mfg. Co.	484		
Athens & Ithaca RR	52						
Athens & South Waverly RR	52						

	Desc.	Map	Pic.		Desc.	Map	Pic.
Bellefonte Central RR	76	74		Bradford County RR		52	
Bellefonte, Nittany & Lamont RR	387&372	367		Bradford, Custer & Warren RR		195	
Bellevernon Branch of Pitts. & Connelville RR	267			Bradford, Degolia & Smethport RR		188	
Belleville & Reedsville RR	198	198		Bradford RR & Coal Co.		52	
Bellevue & Pittsburgh RR	28			Bradford, Richburg & Cuba RR		188	187
Bells Gap RR	387&372	367	379	Brady Coal & Oil Co.		36	
Bells Run RR	113	115		Bradys Bend & Butler RR		33	
Belt Line Ry	31			Brandy Camp RR		329	
Belvidere Delaware RR	374&388			Brandywine RR		41	
Bemis, J.M.	183	187		Brandywine Valley RR		82	82
Bendersville RR	6			Breakneck Valley RR		130	
Bendersville Extension RR	7			Bridgeport RR		205	
Bensalem & Middletown RR	57			Bridgeport & Widemire Ry		291	288
Benzinger Coal & Iron Co.	113			Bridgeport Car Works		484	
Berkebile Lbr. Co	232			Bridgeville & Millers Run RR		30	
Berks & Chester RR	455&454	450		Bridgewater Jet. RR		37	
Berks County RR	455&452	450		Briggs & Farnsworth Lbr.		183	187
Berlin RR	247			Brighton & New Castle RR		37	
Berlin RR	277			Bristol & Bridgewater RR		57	
Berlin Branch RR	6	6		Bristol & Neshaminy RR		57	
Berlin Coal Co.	232	231	241	Bristol & Newtown RR		56	
Berwick Forge & Fabricating Co.	484			Broad Mountain Coal Co.		228	
Bessemer & Lake Erie RR	301	300		Brook RR		146	
Bessemer Limestone & Cement Co.	162			Brookport & Shawmut RR		113&329	114&328
Bethlehem RR	210			Brockwayville & Daguscahonda Ry		329	
Bethlehem Steel Co.	484		158	Brockwayville & Funxsutawney RR		291	288
Bidwell Lbr. Co.	123	124		Brooks, James (Loca builder)		483	
Bidwell Lbr. & Mfg. Co.	123	124		Brooklyn Cooperage Co.		222	
Big Level RR	195			Brooks Mills & Altoona RR		388&373	367
Big Level & Bradford RR	195			Brookville RR		151	
Big Level & Kinzua RR	183	184		Brookville Ry		148&388	147&370
Big Run Manufacturing Co.	239	238		Brookville & Mahoning RR		146	147
Binghamton & Southern RR	52			Brown, Geo.		90	88
Binghamton & Williamsport RR	52			Brown, Milton		90	89
Binghamton, Penna. & Southern RR	52			Browne, W. E. & Co.		133	131
Binghamton, Towanda & Western RR	51			Brownstone & Middletown RR		107	106 109&110
Bishop Lbr. Co.	77	75		Brownsville RR		388&372	369
Biter & Crooks	136	136		Brownsville & New Haven RR		126	
Black Creek Iron & Coal Co.	73			Brownsville & State Line RR		388&372	369
Black Diamond RR	260			Brownsville & Youghioghenny Ry		126	
Blacklick & Yellow Creek RR	64	63		Brownsville Branch RR		126	
Blain Bros. Car Works	484			Brownsville Southern RR		130	
Blair Lbr. Co.	265	264		Bruce & Clairton RR		443	
Blair Lbr. Co.	232	230		Brunot Island Connecting RR		31	
Blair Silica Brick Co.	46	45	48	Brush Creek & Crows Run RR		37	
Blakely Coal & Iron Co.	156			Brush Valley RR		146	
Blanchard Coal Co.	265	264		Buch, A. C.		136	136
Blanchard Coal & Lbr. RR	87	88		Buck Mills Lbr. Co.		132	131
Blanchard Moshannon Mining Co.	97	80		Bucks County & Trenton RR		57	
Blanchard Youghioghenny Coal Co.	265	264		Buck Mountain Coal Co.		72&171	71&172
Bloom Run RR	87	88		Budd Mfg. Co. (car blder)		484	
Bloomfield Jct. RR	214			Buffalo & Bradford RR		329	
Bloomsburg & Sullivan RR	456&452	448	109	Buffalo & Erie RR		355	
Bloomsburg Belt RR	456&452	448		Buffalo & St. Marys RR		446	445
Bloomsburg Car Works	484			Buffalo & Susquehanna RR		483	282
Bloomsburg RR & Iron Co.	103	102		Buffalo & Washington RR		388&376	
Bloss Coal, Mining & RR Co.	327	326		Buffalo, Bradford & Kane RR		188	
Blossburg & Corning RR	355	351		Buffalo, Bradford & Pittsburgh RR		329	328
Blossburg Coal Co.	244	244		Buffalo, Chataqua Lake & Pittsburg RR		389&377	
Blossburg Coal Co.	327	326		Buffalo, Cleveland & Chicago Ry		122	122
Blue Jay Lbr. Co.	133	131		Co. of Penna.			
Blue Jay Lbr. Co.	232	231		Buffalo Coal & Iron Co.		315	
Blue Mountain RR	42			Buffalo, Corry & Pittsburgh RR		377&389	
Blue Mountain & Reading RR	41	40		Buffalo Mills RR		246	246
Bobs Creek & Beaver RR	64	63		Buffalo, New York & Philadelphia		389&376	370
Boone Mountain RR	121			Buffalo, Pittsburgh & Western RR		391&376	370
Booth & Flynn Contractors			11	Buffalo, Rochester & Pittsburgh RR		162&290	161&288
Boston Coal & Clay Co.	32			Buffalo Run, Bellefonte & Bald Eagle RR		76	
Boswell Lbr. Co.	265	264		Buffalo, St. Marys & Southwestern		446	445
Boswell Lbr. Co.	232	230		Buffalo Valley RR		277	276
Bowman Lbr. Co.	183	184		Bull Creek RR		31	
Brader & Brown (Lbr Co.)	171	172		Bullick & Campbell		113	115
Bradford RR	52			Bullis, S.S.		183	187
Bradford Rv. RR	388&377	370		Bullis & French		183	187
Bradford & Clarion RR	121			Bump, H.A.		243	
Bradford & Clermont RR	195			Burnside Coal & Iron Co.		213	
Bradford & Corydon RR	183			Bush & Belknap		255	253
Bradford & Foster Brook RR	185	184		Bustletown RR		391&377	363
Bradford & Garfield Air Line RR	195			Bustletown & Eastern RR		391&377	363
Bradford & Kendall RR	195			Butler & Evansburg RR		59	
Bradford & Oil City Air Line RR	136			Butler & Harmony RR		59	
Bradford & Pittsburgh RR not inc.?				Butler & Pittsburgh RR		301	300
Bradford & State Line RR	290			Butler Coal Co.		174	
Bradford & Tiona RR	195			Buzard, R.I.		148	147
Bradford & Western Pennsylvania RR	185	184		Eyers Hopkins Lbr.		81	74
Bradford, Bordell & Kinzua RR	186	184&187		Byram, Wm. & Son		133	131
Bradford, Bordell & Smethport RR	188	187					
Bradford Central RR	52						

Blairsville + Indiana RR 145
 Big Run Improvement Co. 458 448
 Boston Coal Co 310 310

	Desc.	Map	Pic.		Desc.	Map	Pic.
Caffisch Bros.		104		Chartiers & Youghiogeny RR		27	
Caffisch Lbr.	255	253		Chartiers Coal Co.		26	
Calder Brick & Coal Co.	69	69	68	Chartiers Connecting RR	375-392		
Caldwell Lbr. Co.	90	88		Chartiers Southern Ry		347	346
Caledonia & South Mountain RR	137&106			Chartiers Valley RR	392&375		369
Caledonia Iron, Land & RR Co.	391&376			Chartiers Valley & Eastern RR		260	
Cambria & Clearfield RR	391&373	367		Chartiers Valley & "orthern RR		260	
Cambria & Clearfield Ry	391&372	367		Cheat Haven RR		130	
Cambria & Indiana RR	64	63	62	Cheat Haven & Bruceton RR	123&277		124
Cambria Central RR	66			Cheat River RR		129	
Cambria County RR	355	351		Cheat River & Pittsburgh RR		130	
Cambria Steel Co's RR	64	63		Cheat River & Wheeling RR		140	
Cambria Terminal RR	66			Cherry Grove RR		254	253
Cameron Coal Co	70			Cherry Grove & Hickory Valley RR		136	
Cameron Lbr. Co	70	69		Cherry Springs RR		284	282
Cammal & Black Forest RR	483, 180	179		Cherry Tree & Dixonville RR	355	145&351	
Campbell, E. M.	113	115		Chest Creek RR (1883)		66	
Campbell & Hagenbuch Lbr	244			Chest Creek RR (1890)		66	
Campbell, Ritts & Co	133	131		Chester & Delaware RR		84	
Cannelton Coal Co	35			Chester & Delaware County RR		83	
Canoe Creek RR	355	331		Chester & Delaware River RR	458&452		450
Cannonsburgh & Bishop Ry	260			Chester & State Line RR		112	
Canton & Athens RR	52			Chester County Central RR		84	
Canton & East Liverpool RR	37			Chester Creek RR (1848)		83	
Canton & Wellsboro RR	52			Chester Creek RR (1866)	392&375		363
Caprio & Grieco Lbr.	141			Chester Creek & Brandywine RR		84	
Carbon Limestone RR	163			Chester Valley RR	458&453		450
Carbon Run Improvement Co	456&451	448		Chestnut Hill RR	458&453		450
Carlise Mfg. Co. (car bldr)	434			Chestnut Hill & Cheltenham RR		204	
Carnegie Connecting RR	30			Chestnut Hill & Jenkintown RR		205	
Carrier, C.M.	148	147		Chestnut Ridge RR		72	71 67&68
Cartwright Lbr., B.E.	113	115		Cheswick & Harmar RR		10	9
Castleman River RR	232&235	231		Clapp & Co., E.M.	255	253	
Castleman Valley RR	232	231		Clarendon & Tionesta RR		136	
Catasauqua & Foglesville RR	456&452	450		Clarion RR		121	
Catawissa RR	457&453	448		Clarion & Jefferson RR		86	
Catawissa & Towanda RR (1836)	52			Clarion & Summerville RR		86	
Catawissa & Towanda RR (1852)	52			Clarion County RR		87	
Catawissa, Williamsport & Erie	457&453	448		Clarion Extension of the Emlenton	297		
Cato & Beech Creek RR	81			& Shipperville RR			
Cedar Creek RR	130			Clarion Land & Imporvement Co.	249		
Central & Eastern RR	60			Clarion, Mahoning & Pittsburg RR	4		
Central Coal Co.	174			Clarion River RR	113		114
Central Pennsylvania RR	151			Clarion, Summerville & Pittsburg RR	86		
Central Pennsylvania RR	77			Clark, Kizer & Kipp	148		
Central Pennsylvania & Western RR	392&373	365		Clawson Chemical Co.	116		115
Central Pennsylvania Lbr. Co.	255	253		Clear Run RR	90		88
(Sheffield)				Clear Shade RR	235		230
" (Port Allegany)	189	187		Clearfield & Allegheny RR	94		
" (Kinzua)	189	187		Clearfield & Buffalo RR	94		
" (Loleta)	113	114		Clearfield & Conemaugh RR	66		
" (Clearfield County)	90	88		Clearfield & DuBois RR	94		
" (Masten)	180&239	179&238		Clearfield & Jefferson RR	94		
" (Mina)	222	221		Clearfield & Jefferson RR	392&372		367
" (Galeton)	222	221		Clearfield & Mahoning Ry	291		288
" (Costello)	222	221		Clearfield & Susquehanna RR	94		
" (Mix Run)	70	69		Clearfield, Chest Creek & Western RR	94		
" (Grays Run)	180	179		Clearfield, Conemaugh & Western RR	94		
" (Laquin)	51&268	50&268		Clearfield Creek RR	94		
" (Leetonia) See Leetonia RR				Clearfield Lbr. Co.	90		88
" (Jamison City) See Fishing Creek RR				Clearfield Southern RR	355		351
" corporate	180			Clermont & Bradford RR	195		
Central Pennsylvania RR Eastern	77			Clermont & Kinzua RR	189		184
Extension				Clermont & Marvin Creek RR	187		184
Central RR of New Jersey	475	307	305	Cleveland & Mahoning RR	162		
Central RR of Pennsylvania	77	75		Cleveland & New Castle RR	163		
Central RR of Pennsylvania	108			Cleveland & Pittsburgh RR	374&393		369
Central RR Company of Pennsylvania	307			Cleveland, Painesville & Ash-	356		331
Central Trunk Ry	355	351		tabula RR			
Central Valley RR	155			Climax Manuf. Co.	482		
Centre Brick & Clay Co.	77			Clinton & Shouston RR	27		
Chambersburg & Allegheny RR	137			Clinton County Coal Co.	100		97
Chambersburg & Gettysburg RR	6&137			Clinton Mining Co.	98		97 80
Chambersburg & Gettysburg RR	137	136		Clough, L. S.	133		
Chambersburg & Hagerstown RR	392&373	365		Coal Center RR	260		
Chambersburg & Loudon RR	137			Coal Glen RR	151		
Chambersburg & Southern RR	137			Coal Run Improvement Co.	341		
Chambersburg, Greencastle & Hagerstown RR	392&373	365		Coatesville & Eastern RR	84		
Chaplin & Iantz	483			Coatesville, Thorndale & Downing-	84		
Chapman & Lehigh RR	316			town RR			
Champion Iron & Separating Co.	159	159	157	Cobaugh Colliery	32		
Charleroi & Belle Vernon RR	259			Cole Bros.	64		63
Charleroi & Monessen Connecting RR	260			Colebrook Furnace Co.			158
Chartiers RR	392&375	369		Colebrook Valley RR	393&373		365
Chartiers & Mansfield RR	26			Colebrookdale RR (1853)	41		
Chartiers & Mansfield Valley RR	21			Colebrookdale RR (1865)	458&453		450
Chartiers & Ohio Valley Ry	28			Coleman, D. Dawson	166		166
Chartiers & Venetia RR	260			Coleman, Robt. H.	166		158
				Coleman & Watson Lbr.	133		131
				Coleman, Harter & McCormick Lbr	133		131

Coleman Lbr Co. 77 74
 Chartiers Valley 26 + addenda 5 8

488. **COLUMBIA COAL & COKE 267**

	Desc.	Map	Pic.
Coleman Sellers & Son	483		
College Hill Marginal RR	37		
Collins, T.D. (Collins & Kreitler,	132	131	
Collins, & Darrah & Co.)			
Collins & Watson Lbr.	132	131	
Colonial Springs & Phoenixville RR	84		
Columbia & Maryland Line RR(1837)	160		
Columbia & Maryland Line RR(1863)393&375			
Columbia & Octarara RR	160		
Columbia & Port Deposit RR, Ry 393&375		365	
Columbia Bridge Co.	393		
Columbia, Lancaster & Philadel.RR	83		
Columbia Lbr.Co.	90	89	
Columbus & Erie RR	331	330	
Conemaugh RR	66		
Conemaugh Valley RR	66		
Conemaugh & Black Lick RR (1906)	146		
Conemaugh & Black Lick RR (1923)	64	63	67
Conestoga Valley RR	84		
Conewago & Southern RR	7		
Conewago & Clarion RR	151		
Conewago Valley RR	356		
Confluence & Morgantown RR	237		
Confluence & Oakland RR	277		
Confluence & State Line RR	237		
Connecting Ry	393&377	363	
Connection RR	250		
Connellsville & Monongahelia RR	347		
Connellsville & Southern Penna RR	126		
Connellsville & State Line RR	476	475	
Connellsville Central RR	347	346	
Connellsville Machine & Car Co.	484		
Connellsville, Uniontown & Wheeling RR	130		
Connoquenessing RR	36		
Connoquenessing Valley RR (1865)	36		
Connoquenessing Valley RR (1881)	301		
Conrail See Consolidated Railroad Corp.			
Consohocken Car Works	484		
Consohocken Connecting RR	205		
Consolidated Railroad Corp. - inc. 4-1-1976 as merger of Penn Central RR (Pa. & N.Y.C.), Erie Lackawanna RR (Erie and D.L.&W.), Lehigh Valley, Ildhigh & Hudson River RR; Lehigh & New England RR; Ironton RR, Waynesburg & Washington RR. See those companies.			
Consolidated Coal Co.	174	173	
Consolidated Terminal RR of Pittsburgh, Pa.	30		
Continental Coal Co.	316		
Continental Iron & Coal Co.	177		
Cook & Co., A.W.	235	231	
Cook, Charles W.	107	106	
Cook & Duncan Lbr.	235	231	
Cook & Sechler	235	231	
Cooke & Co., Wm.	483		
Cooks Mills Coal & Clay Co.	38	38	
Cooks Sons, A.	85	85	
Cooks Sons, A.	90	88	
Copper Lbr., F.E.	235	230	
Corning, Cowanesque & Antrim RR	356	351	
Cornwall RR (1868)	166		
Cornwall RR (1870)	164	164	167
Cornwall & Lebanon RR	393&373	365	
Cornwall & Mt. Hope RR	164		
Cornwall & Phoenixville RR	166		
Cornwall & Western RR	108		
Cornwall Iron Co.	166		
Cornwall Ore Banks Co.	165	168	
Corry & State Line RR	394&377	370	
Corry Manuf. & Lbr. Co.	255&122		
Corry Wooden Ware Co.	122		
Cory, B.F.	189	187	
Coudersport & Pine Creek RR	222	221	
Coudersport & Port Allegany RR	222	221	
Coudersport & Wellsboro RR	285	282	
Coudersport & West Branch RR	226		
Coudersport, Galeton & Ansonia RR	226		
Coudersport, Hornellsville & Lackawanna RR	226		
Coudersport, Portage & Allegheny River RR	225		
Council Ridge & White Haven RR	174		
Cove Run RR	126		
Cowanesque Valley RR	356		
Cranberry RR (Coal Co.)	249	248	
Crane RR	334	333	208
Crane Iron Works	483,334	334	207
Crawford & McKean County Ry.	329		

	Desc.	Map	Pic.
Crawford Coal & Coke Co.			127
Crawford Junction & McKean County Ry	121		
Crawford Junction & McKean County RR	121		
Crescent Connecting RR	112		
Cresson RR	394&372		
Cresson & Clearfield County and New York Short Route RR	394&372	367	379
Cresson & Irvona RR	394&372	367	
Crosby Lbr. Co.	189	187	
Cross Cut RR	395&377	370	
Cross Fork RR	285	282	
Cumberland Mine RR	139	139	
Cumberland Valley RR	395&373	365	
Cumberland Valley & Waynesboro	397&374	365	
Curll, Campbell & Co.	133	131	
Curry Run RR	90	88	
Curwensville & Bower RR	356	351	
Curwensville & West Branch RR	94		
Curwensville Lbr. Co.	90	88	
Cush Creek & Mahoning RR	145	145	
Cynwood, Fairview & Ardmore Park RR	205		
Daguscachonda & Elk Ry	329	328	
Dahoga & Highland RR	116	114	
Dallastown RR	272		
Dairyple Lbr, E. P.	189	187	
Danville RR (1840)	206		
Danville RR (1857)	206		
Danville & Pottsville RR	227,374&397	227&365	479
Danville & Riverside Rv.	206		
Danville & Shamoken RR	212		
Danville, Hazleton & Wilkes Barre	397&371	365	
Darlington Cannel Coal RR	34	34	43
Dauphin & Berks RR	42		
Dauphin & Susquehanna RR (Coal Co)	458&453	448	
Dauphin Car Works			
Davis, J. B. (Fayette County)	125	124	
Davis, J.B. (Somerset County)	235	231	
Davis, J.B. (Somerset County)	235	231	
Davis, Phineas (Loco. blder)	483		
Davis & Gartner (Loco. blder)	483		
Dawson, Broadford & Mt. Pleasant RR	129		
Dayton & Pine Creek RR	32		
Dean RR	66		
Dean, M.H. & E.A.	255	253	
Deer Park Lbr. Co.	268	268	
Deghan & McDonald	90	88	
Delaware & Anthracite RR	178		
Delaware & Cobbs Gap RR	316		
Delaware & Hudson Canal Co.	311	310	
Delaware & Hudson Co., RR, Ry.	479, 312	310	7,112
Delaware & Northumberland RR	211		
Delaware & Penna. State Line RR	83		
Delaware & Slatington RR	334	333	
Delaware & Southern RR	220		
Delaware & Susquehanna RR	156		
Delaware County RR	111		
Delaware County Branch RR	111		
Delaware, Lackawanna & Western RR	315	313	362, 84, 60, 7, 112
Delaware, Lehigh & Wyoming Valley RR	202		
Delaware, Lehigh, Schuylkill & Susquehanna RR	341		
Delaware River RR & Bridge	397&376	363	
Delaware River & Lancaster RR(1868)	57		
Delaware River & Lancaster RR	82	82	
Delaware River & Union RR	111	111	
Delaware Subway	219		
Delaware Susquehanna & Schuylkill	341	337	
Delaware Tunnel RR	219		
Delaware Valley RR (1867)	211		
Delaware Valley RR (1882)	220		
Delaware Valley RR (1899)	201	201	200
Delaware Valley Ry	201		
Delaware Valley, Hudson & Lehigh RR	201		
Delaware Water Gap and South Western	39		
Delaware Western RR	277		
DeLoy, Francis (Trout Run)	184	179	
DeLoy, Francis (Millers Run)	180	179	
Dent, Miles	116		
Dents Run RR	116	115	
Diamond Coal Co	342		
Diamond Valley RR	140	141	
Dick Contractors			176
Dickinson Run RR & Bridge Co.	126		
Dickson Mfg. Co.	482		
Dillsburg & Mechanicsburg RR	397&374	365	
Dillsburg & South Mountain RR	273		
Dillsburg & Wellsville RR	273		

CRANBERRY COAL CO (LV) 341 337

	Desc.	Map	Pic.		Desc.	Map	Pic.
Dimeling & Co., Geo. W.	90	88		Ellwood Northern RR		163	
Dividing Ridge RR	83			Ellwood Short Line RR		297	293
Doe Run & White Clay Creek RR	83			Ellwood Southern RR		436	435
Donaldson Improvement & RR Co.	459&451	448		Elmira & Williamsport RR	398&374	365	365
Donaldson Improve Co.	459&451	448		Emery & Reading (Lbr.)		116	115
Donegal Iron Co.	39			Eminton & Shipperville RR		297	293
Donora Southern RR	258	258	251	Emonton, Shipperville & Clarion RR	298	293	
Dotterer, D. H. (Loco. blder)	443			Empire Car Works		484	
Downingtwn & Lancaster RR	397&371	365		Emporium & Mount Jewett RR		446	445
Drakes Ferry & Broad Top RR	39			Emporium & Rich Valley RR		70	69
Drane & Mapleton RR	94			Emporium Lbr. Co.		222	221
Dravosburg, Mendelsohn & Elizabeth	4&28			Engleside RR	398&377	363	
Driftwood & Western RR	70			Enon V lley Coal Co		36	
Droney Lbr. Co.	235&277	231		Enterprise Lbr. Co.		235	231
Drury Run RR	101			Enterprise RR	459&451	448	
DuBois Lbr.Co., John E.	99	88		Ephrata & Lancaster RR		161	
also see Clear Run RR, Juniata RR,				Erie RR (1836)		123	
Hicks Run RR; Bark Camp RR				Erie RR (1895)	7, 60, 260, 362,	318	318
DuBois Southwestern RR	33			Erie Ry.		318	
Dunbar Iron Co.	126		128	Erie & Central Penna. RR		105	
Duncan Lbr, John	198	198		Erie & Eastern Ry		123	
Duncan, Peter S.			47	Erie & Meadville Southern Ry		59	
Duncan Lbr. Co.	235	231		Erie & North East RR		357	351
Duncannon, Bloomfield & Broad Top RR	39			Erie & Ohio RR		123	
Duncannon, Bloomfield & Loysville RR	214			Erie & Pittsburgh RR	398&374	370	
Duncannon, Landisburg & Broadtop RR	39			Erie & Shenango RR		123	
Dunkirk, Allegheny Valley & Pittsburgh	356	351		Erie & State Line RR		123	
Dunkirk, Warren & Pittsburgh RR	356	351		Erie & Wyoming Valley RR		323	321 320
Dunlap & Redstone RR	130			Erie, Butler & Pittsburgh RR		197	
Dunlap & Western RR	130			Erie Car Works		484	
Dunlap Southern RR	130			Erie City RR		123	
Duquesne Branch West Side Belt RR	29			Erie-Lackawanna RR		318	
Durham Furnace Co.			54	Erie Terminal RR		301	300
				Eriton RR		329	328
				Ernhout, John		121	
Eagle Iron Co.	459	451		Erwinna & Hossensack RR		57	
Eagle Mills RR	189	184		Essington & Chester RR		112	
Eagle Valley Tanning Co.	120	114		Etna & Montrose RR		10	9 12
Eagles Mere RR	239	238	242	Everett RR		39	38
Eagleton Coal Co.	100	97		Evergreen RR		13	9
Eagleton Coal & Iron Co.	100	97		Excelsior RR & Coal Co.		26	
Earp RR	228						
Eason & Dotterer (Loco. blder)	443			Fair Chance & State Line RR		129	
East Berlin RR	6	6	11	Fairhaven & Georgetown RR		31	
East Brady Lbr. Co.	125	124		Fair Hill RR	399&377	363	
East Branch Tionesta RR	195			Fairmont Coal & Coke Co.		32	
East Brandywine RR	397&371			Fairmont, Morgantown & Pittsburg RR	277		
East Brandywine & Waynesburg RR	398&371	363		Fairview & Merion Square RR		205	
East Broad Top Coal & Iron Co.	138			Fall Brook RR		357	351
East Broad Top RR & Coal Co	60, 138&140	138&141		Fall Brook Coal Co.		357	351 320
East Erie Commercial RR	122	122		Fall Creek Bituminous Coal Co.		148	
East Mahanoy RR	459&453	448		Falls City & West Virginia RR		126	
East McKeesport Ry	29			Falls Creek RR (1889)	91&291	88	
East Pennsylvania RR	459&454	450		Falls Creek RR (198)		91	88
East Reading RR	42			Farmers RR	399&377	370	
East Stroudsburg & Matamoras RR	201			Farmers & Miners RR		59	
East Waterford & Kansas Valley RR	152	152		Farmers Coal & Iron Co.		177	
Eastern RR	30			Farmers' RR Co. of Lancaster & Berks Counties		42	
Eastern & Western Air Line Ry	151			Farrandsville RR		98	97
Eastern Connecting RR	211			Fawn Grove & Delta RR		273	
Eastern Heights RR	28			Fayette & Westmoreland RR (1850s)		126	
Eastern Midland RR	202			Fayette & Westmoreland RR		129	
Eastern Union RR	211			Fayette County RR		278	276
Easton & Bangor RR	211			Ferney Mountain RR		98	97
Easton & Bangor Ry	211			Ferrier & Kilmer RR		91	88
Easton & Martins Creek RR	211			Finleyville RR		259	
Easton & Nazareth RR	210			Findleyville & Castle Shannon RR		30	
Easton & Northern RR	342	337		Finleyville & Library RR		30	
Easton & Philadelphia RR	57			First and Second Pool RR		29	
Easton & Raubsville RR	211			Fishing Creek RR (1831)		228	
Easton & Western RR	307	305		Fishing Cre k RR (1890s)		103	102
Easton Improvement RR Co.	211			Fishing Creek, Swatara & Schuylkill		228	
Eastwick & Harrison (Loco. Blder)	443			Flynn, James		65	63
Ebensburg & Black Lick RR	398&372	367		Forest RR		136	
Ebensburg & Cresson RR	398&372	367		Forest Central RR		136	
Eckert, John L.	116	115		Forest City & State Line RR	361		
Edgewood RR	10	9		Forest Improvement Co.		228	
Egolf Coal Co.			241	Forge Run RR		77	74 80
Eddystone & Delaware River RR	398&375	363		Fort Pitt & Chartiers RR		28	
Ehrick, Joseph	70	69		Fort Pitt & Leasedale RR		30	
Eldred, Ceres & Wellsville RR	195			Fort Pitt Connecting RR		31	
Elemberger Lbr. Co.	142	141		Fourth Mountain Coal & R Co		228	
Elizabeth & Webster RR	31			Fourth Pool Connecting RR		129	
Elk & Highland RR	116	114		Fox and Crain		133	131
Elk & McKean RR Co.	121			Foxburg, Kane & Bradford RR		298	
Elk Firebrick Co	98	97	109				
Elk Tanning Co.	120	114	54, 68, 241				
Ellrod Mine			20				
Ellwood Connecting RR	436	435		Foxburg, St. Petersburg & Clarion		298	293
				Frankford & Delaware River RR		112	

489 FRANKLIN COAL CO. RA. 307 305
 FRANKLIN CANAL CO. RA. 358 351

GREENSBURG COAL & COKE CO. Des. 267

Desc.	Map	Pic.
Frankford & Holmesburg RR	399&377	363
Frankford & Southward Philadel- phia City Passenger Ry	218	
Frankford Creek RR	219	
Franklin RR (1832)	399&373	365
Franklin RR (1859)	399&373	365
Franklin & Bedford RR	137	
Franklin & Bullion RR	250	
Franklin & Clearfield RR (1881)	137	
Franklin & Clearfield RR (1902)	359	351
Franklin & Parkers Landing RR	33	
Franklin & Wallaceville RR	250	
Franklin County RR	137	
Franklin Fdry Machine & Car Works	444	
Franklin Terminal Ry	250	
Frazier RR	151	
Freeport & Shenango Valley RR & Coal Co.	32	
Frederick & Co. (car blder)	484	
French Creek & Mahoning RR	400	
Frick Coke Co.	125	124
Frosty Valley RR	206	206
Fulton & W shington RR	139	
Fulton, Bedford & Somerset RR	40	
GAYLORD & Co.	310	310
Gaffney & James City RR	298	293
Gaffney Wood Products Co	223	221
Gaines & State Line RR	245	
Galeton & Coudersport RR	226	
Galeton & Eastern RR	285	282
Galeton & Leetonia RR	226	
Galeton, South Branch & Germania RR	223	221
Galitzen & Hastings RR	66	
Gardiner Lbr	125	124
Garfield & Cherry Grove RR	254	253
Garfield & Tionesta RR	136	
Garretsford & Delaware County RR	112	
Garrett & Eastwick (loco blder)	483	
General Electric Co (loco bldr)	482	
General Refractories Co. (Sproul)	44	
" (Kathaus)	91	89 95
" (West Decatur)	91	89
" see Forge Run RR	77	74 80
Geneva & State Line Ry.	245	
Geneva, Corning & Southern RR	359	
Geneva, Hornellsville & Pine Creek	245	
Germantown * Chestnut Hill RR	204	
Gettysburg RR (1851)	477	475
Gettysburg RR (1974)	6	6
Gettysburg & Emmitsburg RR	7	
Gettysburg & Harrisburg RR	459&453	448
Gettysburg & Harrisburg Ry	460&453	448
Gettysburg, Baltimore & Wash. RR	7	
Gettysburg Spring RR	6	
Gill, John L. Jr	484	
Girard RR	229	
Girardville RR	229	
Girty Run Coal Co.	26	
Gladdens Valley RR	40	
Glasgow RR	37	
Glassport Terminal RR	30	
Gleason & Coal Hill RR	4&98	97
Gleason & Paddy's Run RR	101	
Gleason Fire Brick Co.	98	97
Glen Hazel & Shawmut RR	117	115
Glen Union Lbr. Co.	98	97
Glen White Coal Co. (& Coke Co.)	49	45 48
Glen White Coal & Lbr. Co.	49	
Glendale & Camp Hill RR	30	
Glendon Iron Co.		208
Glenwood RR	278	276
Glenwood Coal Co.	177	
Gold & Driftwood RR	70	
Good Spring RR	460&451	448
Good Spring Coal Co.	228	
Goodyear, F. H. (lbr)	189	187
Goodyear Lbr. Co. (F.H.&C.W.)	70, 118, & 222, 285	69&221
Gotshall, Adam (Clinton County)	98	97
" (Centre County)	77	75&74
" (Mifflin County)	198	198
Granby Coal Co.	177	
Grandin Lbr. Co.	249	248
Granite Hill RR	7	
Grassy Island RR	154, 324	421
Grays Run RR	181	179
Greater Pittsburgh Belt Line	31	
Greene County RR (1865)	139	
Greene County RR (1902)	140	
Greenlick RR	125	124
G. P. COAL CO.	72	71

Desc.	Map	Pic.
Greenlick Narrow Gauge RR	125	124
Greensburg, Latrobe & Eastern RR	267	
Greenville Steel Car Co.	484	
Greenwich Improvement & RR Co.	218	
Greer & Van Emaus RR	260	
Griffith Lbr, Webster	65	63
Hamburg, Allentown, Bethlehem & Easton RR	41	
Hamburg & Slatington RR	42	
Hamilton & Corydon RR	195	
Hancock & State Line RR	263	
Hanover & Codorus RR	273	
Hanover & Newport RR	316	313
Hanover & York RR	400&376	365
Hanover Branch RR	477	475
Hanover Coal Co.	72	
Hanover Junction & Susquehanna RR	460&454	448
Hanover Junction, Hanover & Get- tysburg RR	477	475
Harbison Walker Re ractories Co.	91&98	97
Hazels Valley RR	142	141
Harleigh-Brookwood Coal Co.		234
Harper, Deal & W. (lbr)	38	38
Harrisburg & Baltimore RR	108	
Harrisburg & Bedford RR	106	
Harrisburg & Eastern RR	108	
Harrisburg & Hamburg RR	165 & 41	
Harrisburg & Pine Grove RR	228	
Harrisburg & Potomac RR	460&452	448
Harrisburg & Shippensburg RR	460&452	448
Harrisburg & South Mountain RR	42	
Harrisburg & Southwestern RR	108	
Harrisburg & Sunbury RR	108	
Harrisburg & Western RR	108	
Harrisburg Car Mfg. Co.	484	
Harrisburg, Portsmouth, Mount Joy & Lancaster RR	400&373	365
Harrisburg Terminal RR	460&452	448
Hassinger Lbr. Co.	256, 133	131
Haverhill Coal & Iron Co.	177	
Hawley & Eastern Ry	220	
Hawley Coal & Trans. Co.	156	
Hayes Run Fire Brick Co.	77	74 80
Hazard, John	189	184
Hazleton Coal Works	484	
Hazleton Coal Co. (Haz. RR)	342	337 345
Hazleton, B. F. (Elk County)	117	115
" (McKean County)	189	184
" "	329	328
Heinbach RR	211	
Heinemann, N.W. (lbr)	189	187
Heinemann Chemical Co.	189	187
Heisler Loco. Works	482	
Hempfield RR	278	276
Hempfield Connecting RR	267	
Henry, Bayard & Co.	117	
See Rolfe & Forest City RR; Wilcox & Burning Well RR		
Herrick Lbr. Co	133	131
Hestonville & Schuylkill RR	218	
Hickman Run RR	126	
Hickory Valley RR	135	131
Hicks Run RR	70	69 79
Hillside RR	27	
Hillside Coal & Iron Co.	156	
Hilltop RR	4	
Hollidaysburg & Bennington RR & Mining Co.	144	
Hollidaysburg, Bedford & Cumber- land RR	400&373	367
Homer & Susquehanna RR	146	
Homer, Cherry Tree & Susquehanna RR	145	
Homestead & Monongahelia Connec- tional RR	28	
Homestead Connecting RR	28	
Honeybrook Coal Co.	73	
Hoover, N. L. (lbr)(CC&MRR)	145	145
Hoover, N. L. (El County)	117	114
Hoover, Hughes & Co.	91	88
Hooverhurst & Southwestern RR	359	351 349
Hopewell Coal & Iron Co.	39	
Hopkins & Weymouth (SS&LSRR)	77	74
Horam Run RR	151	
Hornellsville, Coudersport & West- port RR	101	
Horton & Cartwright Lbr. Co.	113	
Houstonville Coal RR	260	
Howard Coal & Iron Co.	312	
Howard Lbr. Co.	66	63
HARRISBURG & DELAWARE RIVER	108	
HARRISBURG & NEW ENGLAND	108	

	Desc.	Map	Pic.		Desc.	Map	Pic.
Howelton Coal Co.	228			Ketner, Elbon & Shawmut RR	118	115	
Hunlock's Creek & Muncy RR	103			Ketner, St. Marys & Shawmut RR	118	115	
Hunter's Run & Slate Belt RR	105	105		Kettle Creek RR	101		
Huntingdon & Broad Top RR	144			Kettle Creek Coal Mining Co.	99	97	
Huntingdon & Broad Top Mountain RR & Coal Co.	142	141		Keyser Valley RR	316	313	
Huntingdon & Chambersburg RR	137			Keystone RR	190	187	
Huntingdon & Hollidaysburg RR	49			Keystone Coal & Manuf. Co.	235	231	
Huntingdon Car Works	444			Keystone Lbr. Co.	181		
Huntingdon, Franklin & Fulton RR	139			Keystone Northern RR	163		
Huntingdon, Fulton & Franklin RR	144			Keystone RR & Canal Co.	83		
Huntley & Sons, G. W.	91			Kimball & Gorton (car blder)	444		
Huston, H. C.	125	124		Kinzua Ry. RR	401&377	370	
Hyde & Co., Wm. H.	117	114		Kinzua & Tiona RR	256	253	
Hyde & Thayer Lbr.	117	114		Kinzua Creek & Kane RR	190	184	
Hyner Run RR	98	97		Kinzua Hemlock RR	191	184	
				Kinzua Valley RR	401&377	370	
Imel, Powers & Shank	256	253		Kinzua Valley Chemical Co.	191	184	
Imlay, Richard (car blder)	444			Kirk Co., Lewis (Loco. blder)	443		
Indian Creek Lbr. Co.	125	124		Kirkland Lbr. Co.	125	124	
Indian Creek Valley RR	278	276		Kishacoquillas Valley RR (1868)	198		
Indiana, Clearfield & Eastern RR	94			Kishacoquillas Valley RR (1892)	198	198	199&200
Industrial RR	163			Kish-Wau-Ke Mineral Springs RR	191	184	
Iron Bridge & Morewood RR	129			Kishiminitas Connecting RR	33		
Iron City RR (Lbr. Co.)	133	131		Kittanning RR	33		
Ironton RR	170	169	168&171	Kittanning Run RR	46	45	47
Irvin & Co., Wm.	148	147		Knox & Kane RR	191	184	
Irwin-Herminie Ry	400			Knoxville & Troupsburg RR	245		
JONES & SIMPSON N.C. RR	153	153		Knoxville, Fair Haven & Mt. Lebanon	29		
Jackson & Woodin (car blder)	484		110	Knoxville, Troupsburg & Jasper RR	245		
Jackson Coal Co. RR	359			Kramer Lbr. Co.	65	63	
Jackson Coal Co. RR	359	351		Krumenacher Lbr. Co.	65&235	63&230	
Jacobs Creek & Mt. Pleasant RR	129			Kuhns & Goodwin Lbr.	65	63	
James Bros. (lbr)	117	114		Kulp, Thomas & Co.	198	198	
Jamestown & Franklin RR	359	351		Kulp Lbr., M. H.	198&246	198&246	
Jamestown, Franklin & Clearfield RR	359	351		Kushequa RR	192	184&187	
Jeddo & Carbon County RR	342	337		Kutztown & Fleetwood Ry.	42		
Jefferson RR	324	321		Kutztown & Reading RR	42		
Jefferson & Allegheny Ry.	291	288		Lackawanna RR	154	153	
Jennings, B. Hicks	268	268		Lackawanna & Bloomsburg RR	316	313	
Jennings Bros. RR	239	238		Lackawanna & Lanesboro RR	156		
Jennings Bros. Lbr. Co.	235			Lackawanna & Montrose RR	317	313	
Jersey Shore, Pine Creek & Buffalo	359	351		Lackawanna & Susquehanna RR	154		
Jersey Shore, Pine Creek & State Line RR	182			Lackawanna & Western RR	317	313	
Johnson Steel Street Ry.	65			Lackawanna & Wyoming Valley RR	154	153	150
Johnsonburg RR (1887)	291			Lackawanna Iron & Coal Co.	154	153	158
Johnsonburg RR (1889)	400&374	370		Lackawanna, Lake Ariel & Honesdale	156		
Johnsonburg & Bradford RR	291	288		Lackawanna Lbr. Co.	224	221	
Johnsonburg & Clermont RR	121			Lackawanna Valley RR	155	153	
Johnsonburg, Kane, Warren & Irwin	123	122		Lackawanna Valley Coal Co.	156		
Johnstown & Ashtola Tramroad & RR	66			Lackawaxen RR	263		
Johnstown & Stony Creek RR	65	63	67	Lackawaxen & Stourbridge RR	263	263	
Johnstown, Ebensburg & Northern RR	66			Lafayette RR	195		
Jones Lake RR	324	321		Lake Erie RR	105		
Jones Lbr. Co.	91			Lake Erie & Pittsburg Ry	26		
Jones Lbr. Co., Ben	77	74		Lake Erie, Erie & Clarion RR	86	85	
Junction RR (1860)	400&372	363		Lake Shore RR	359		
Junction RR (1870)	250			Lake Shore & Michigan Southern RR	359		
Juniata RR (1869)	49			Lamona Bros.	134	131	
Juniata RR (not inc.)	91	88		Lamont Mining & RR Co.	220		
Juniata & Potomac RR	39			Lancaster & Ephrata RR	161		
Juniata & Southern RR	144	141		Lancaster & Northern RR	161		
Juniata Glass Sand Co.			127	Lancaster & Quarryville RR	401&373	365	
				Lancaster & Reading Narrow Gauge	401&373	365	
Kalbach, Harrison	138	138		Lancaster, Lebanon & Pine Grove RR	41		
Kane RR	191			Lancaster Loco. Works	482		
Kane & Elk RR	117&190	114&184		Lancaster, Oxford & Southern RR	160	159	
Kane, Kinzua & Alton RR	195			Landisville RR	160	159	
Kane Oil Fields RR	190	184		Lane & Humphrey (lbr)	148	147	
Karns City & Butler RR	298	293		Langhorne & Bristol RR	57		
Kathaus Coal & Lbr. Co.	94			Lansberry Coal Co's RR, A.B.	91	89	95
Karthauss Iron, Coal & RR Co.	93			Laquin Lbr. Co. RR	51	50	
Kaseman (lbr.)	99	97		Larrys Creek RR & Coal Co.	182		
Kaul & Hall Lbr. Co.	112	115		Latrobe Connellsville Coal & Coke	265	264	252
Keating & Smethport RR	192	187		Lauman, Geo. M	108		
Keelor & Son Lbr., Thomas	190			Laurel Hill RR	267		
Keelor Chemical Co. (Eagle Mills RR)	190			Laurel Hill Coal Co.	72		
Kendall & Eldred RR	401&190	184&187		Laurel Hill Lbr. Co.	236	231	
Kendall Lbr. Co.	125	124		Laurelton & Pine Creek RR	246	246	
Kennett & Coatesville RR	84			Laurelton Lbr. Co.	246	246	
Kensington & Penntownship RR	218			Lawrence & Evergreen RR	13	9	20
Kensington & Philadelphia RR	218			Lawrence & Evergreen Passenger Ry	13	9	20
Kensington & Tacony RR	401&377	363		Lawrence RR & Trans. Co.	402&378	370	
Kensington Screw Dock Warehouse & Wharf Co. of Phila.	219			Lawrence State Line RR	163		
Kersey RR	449	445		Lawrenceville & Oswayo RR	195		
Kersey Oil & Mineral's RR	249,401&377	248&370		Lawrenceville Terminal RR	13	9	
Ketner & Kay Fork RR	118	115		Lebanon & Pine Grove RR	460&451	448	
KETNER, ELBON & SHAWMUT RR	118	115		Lebanon & Reading RR	42		
	39	38		Lebanon & Tremont RR	460&451	448	
				Lebanon Belt Ry	402&373	365	
				Lebanon Furnace Co.	166		157

MIDDLESEX FURNACE RR 197 196

Desc.	Map	Pic.
Middlesex & Bethel RR	197	
Middletown & Hummelstown RR	463&452	448
Middletown & Hummelstown RR (1950)	108	106
Middletown & Wakefield RR	57	
Middletown Car & Manuf. Co.	484	
Midland Pennsylvania RR	107	106
Midland Terminal Co.	35	34
Midway & Oakdale Ry	30	
Mifflin & Centre County RR	403&371	365
Mifflinsburg & Cattawissa Furnace RR	103	
Milford & Dingman RR	220	
Milford & Log Tavern Pond RR	220	
Milford & Matamoras RR (1849)	220	
Milford & Matamoras RR (1870)	220	
Milford, Matamoras & New York RR	220	220 215
Mill Creek & Mine Hill Navigation & RR Co.	463&453	448
Mill Creek RR	250	
Mill Creek Valley RR	446	
Miller, Harry A. (lbr)	181	179
Millersburg RR	403&372	367
Millersburg & Baileysburg RR	108	
Millersburg & Brookside RR	108	
Millersburg & Rausch Gap RR	404&376	365
Millstone Valley RR	134	131
Millville & North Mountain RR	404&373	
Milton & North Mountain RR	404&373	
Mine Hill & Schuylkill Haven RR	463&453	448
Miner, Green & Co.	134	131
Mineral RR & Mining Co.	404	
Mineral Ridge RR	37	
Miners RR	174	
Mingo & Monongahela RR	260	
Mingo Southern RR	260	
Mingo Valley RR	17	0
Miramir Iron Co.	464&452	
Mocanaqua & Eastern RR	171	172
Mocanaqua Coal Co.		175 44
Mohnsville & Adamstown RR	41	40 264 262
Monessen Southwestern RR	266	
Monongahela RR (1882)	27	
Monongahela RR (1886)	259	
Monongahela RR, Ry (1900)	347	346
Monongahela, Allegheny & Ohio RR	31	
Monongahela & Allegheny RR	29	
Monongahela & Chartiers RR	29	
Monongahela & East Shore RR	27	
Monongahela & Ohio RR	140	
Monongahela & Southwest RR	29	
Monongahela & Streets Run Terminal	30	
Monongahela & Washington RR	404&372	369
Monongahela & Western RR	140	
Monongahela & Youghiogheny RR	27	
Monongahela Coke RR	260	
Monongahela Connecting RR	14	9 15
Monongahela Incline & Transfer Co	437	
Monongahela, McKeesport & Youghiogheny RR	31	
Monongahela North Shore RR	28	
Monongahela River Ry.	27	
Monongahela River & Broughton RR	29	
Monongahela River & Snowden RR	29	
Monongahela River & Streets Run RR	404&372	369
Monongahela Short Line RR	29	
Monongahela Southern RR	25	
Monongahela Valley RR	404&372	
Mont Alto RR	404&374	365
Monterey & Streets Run Connecting RR	29	
Montevue RR	237	
Montgomery, Philadelphia & Delaware River RR	205	
Montour RR (1870)	26	
Montour RR (1877)	17	8 15&12
Montour & Gregg RR	30	
Montour Iron Co. (Frosty Valley RR)	206	206 208
Montour Northern RR	37	
Montrose RR	343	337
Montrose & State Line RR	243	
Moon Run RR	26	
Moore Lbr., C. H.	191	187
Moore, John B (lbr)	256	253
Moorhead Lbr., J. C.	32	
Moosic Mountain Ry	155	
Moosic Mountain & Carbondale RR	324	321
Moreland & Bensalem RR	57	
Morgantown & Wheeling RR	348	
Morris & Philipsburg RR	94	
Morris Run Coal Co.	360	351
Morrisdale Ry	92	89

Desc.	Map	Pic.
Morrison's Cove RR	39	
Moselem RR	464&452	448
Moshannon RR	81	
Moshannon & Clearfield RR	404&373	367
Moshannon Central RR	81	
Moshannon Coal & Iron Co.	49	
Moshannon Lbr. Co.	78	74
Mount Carbon RR	464&452	448
Mount Carbon & Port Carbon RR	465&453	448
Mount Carmel RR	465&454	448
Mount Carmel & Locust Gap	213	
Mt. Carmel & Natalie RR	465&454	448
Mount Carmel & Shamoken RR	213	
Mount Eagle & Tremont RR	465&453	448
Mount Gretna Narrow Gauge Ry	164	164 167
Mount Hope Coal Co s RR	70	69 68
Mount Jewett & Smethport RR	446	445
Mount Jewett, Clermont & Northern	446	445
Mount Jewett, Kinzua & Riterville RR	191,192,278	184&187 44
Mount Penn Gravity RR	41	40
Mount Pleasant RR (1853)	267	
Mount Pleasant RR (1865)	267	
Mount Pleasant & Broad Ford RR	278	276
Mount Pleasant & Latrobe RR	266	264 262
Mountain Branch RR	94	
Mountain Coal Co.	72	
Mountain Coal & Iron Co..	73	
Muddy Branch RR	228	
Muncy Creek RR	181	179
Muncy Lbr. Co.	236	231
Murray, Dougall & Co. (car blder)	484	
Nanticoke RR	308	305
Nanticoke & Newport RR	178	
National Chemical Co.	224	221
National Loco. Works	482	
Navigational RR	228	
Nazareth & Lehigh RR	317	
Nazareth & Philadelphia RR	211	
Nazareth Portland Cement Co.		234
Neilyville & Chappel Fork RR	191	184
Nescopeck RR	404&371	365
Neshannock RR	162	161
Nesquehoning Valley RR	308	305
Neville Island RR	28	
New Berlin & Winfield RR	247	246 251&261
New Brighton & New Castle RR	405&378	369
New Brighton Marginal RR	37	
New Castle RR	162	
New Castle & Beaver Valley RR	405&378	370
New Castle & Butler RR	162	161
New Castle & Darlington RR	36	
New Castle & Franklin RR	405&376	370
New Castle & Oil City RR	405&376	370
New Castle & Salamanca RR	163	
New Castle & Sharpsville RR	163	
New Castle & Sheango Valley RR	331	
New Castle & State Line RR	163	
New Castle & Western RR	163	
New Castle Marginal RR	163	
New Castle Northern RR (1868)	331	330
New Castle Northern RR	163	
New Castle Ore Co.	162	
New Castle, Pine Grove & Butler RR	163	
New Castle, Plain Grove & Butler	405&376	
New Castle RR & Mining Co.	162	161
New Castle Southern Ry	163	
New Cumberland & Pittsburgh RR	37	
New Florence & Ligonier Valley Ry	267	
New Freedom & Maryland Line RR	273	
New Germantown, Norristown & Phoenixville RR	205	
New Haven & Dunbar RR	125	124 127
New Haven & Youghiogheny RR	129	
New Holland RR	160	
New Hope & Ivyland RR	56	55
New Hope, Doylestown & Norristown RR	56	
New Lisbon Union RR	162	
New Park & Fawn Grove RR	271	271 269
New Portage RR	405&371	367
New York & Bloomsburg & Western RR	73	
New York & Erie RR	324	
New York & Middle Coal Field RR & Coal Co.	343	337
New York & North Pennsylvania RR	285	
New York & Pennsylvania RR	222	221
New York & Pennsylvania Co. (Elk Co)	118	114
" (Clinton County)	99	
New York & Pittsburgh Airline RR	91	
NEW YORK & LEHIGH COAL CO.	345	

* MILLWOOD COAL & COKE 266, 264
APPENDIX 5

	Desc.	Map	Pic.		Desc.	Map	Pic.
New York & Pittsburgh Central RR	93			Oak Hill & Moosic RR	156		
New York & Pittston RR	177			Oak Run RR	37		
New York Central RR	260, 354	351		Oakes, Alfred	65	63	
New York & Western Short Line RR	57			O'Connell RR	84		
New York, Chicago & St. Louis RR	122	122		Octoraro Ry	82	82	
New York, Lackawanna & Western Ry of Pennsylvania	317	313		Octoraro & Quarryville RR	83		
New York, Lake Erie & Western RR	318			Offerman RR & Mining C.	228		
New York, Lake Erie & Western Coal & RR Co.	330	328		Ohio & Baltimore Short Line Ry	126		
New York, Ontario & Western RR	7, 361	361		Ohio & Baltimore Short Line RR	278	276	
New York, Pennsylvania & Ohio RR	332			Ohio & North Eastern RR	129		
New York, Pennsylvania & South Western RR	55			Ohio & Pennsylvania RR	410&374	369	
New York, Philadelphia & Chicago RR	250			Ohio Connecting Ry	411&376	369	
New York, Pittsburgh & Chicago RR	35			Ohio River RR	27		
New York, Pocono & Western RR	202			Ohio River & Lake Erie RR	197		
New York Short Line RR	465&452	450		Ohio River Junction RR	35	34	
New York, Susquehanna & Western RR	325, 178	321		Ohio Valley RR	30		
New York, Wyoming & Western RR	178			Ohioopyle Lbr. Co.	125	124	
Newcom, W. H.	151			Ohioville RR	36		
Newman Lbr. Co., J. J.	225	221		Oil City & Chicago RR	411&376		
Newport & Shermans Valley RR	213	214		Oil City & New Castle RR	250		
Newport & Shermans Valley Narrow Gauge RR	214			Oil City & Pit Hole Branch RR	249	248	
Newry RR	405&374	367		Oil City & Ridgway RR	249		
Newville Branch RR	105			Oil City & Tionesta RR	250		
Nichols, Rome & Le Raysville RR	55			Oil City, Rouseville & Franklin RR	250		
Nicholson Run & Pine Swamp RR	36			Oil Creek RR	411&377	370	
Nittany RR	101			Oil Creek & Alleheny River RR	411&376	370	380
Nittany & Bald Eagle RR	78	74		Oil Creek & Ridgway RR	250		
Nittany Valley Ry	81			Oil Creek & Titusville RR	249	248	
Nittany Valley RR	78	75	79	Oil Creek Junction RR	250		
Nittany Valley & Southern RR	76			Oil Creek Lake & Titusville Mining & Transportation Co.	104		
Northmont Chemical Co. (Wyo. & Sull. RR)	239			Oil Producers RR	105		
Norris Loco. Works (Phila)	482			Oil Valley RR	193	184	
Norris (Lancaster)	482			Olds, F. C. (lbr)	193	187	
Norristown & Allentown RR	465&453	450		Olean & Coudersport RR	226		
Norristown & Freemansburg RR	465&453	450		Olean, Bradford & Warren Ry	412, 377&378	370	
Norristown & Main Line Connecting RR	465&452	450		Olean, Oswayo & Eastern RR	224		
Norristown & Mount Carbon RR	41			Oleona RR	225	221	
Norristown & Valley RR	465&453	450		Oleona & Germania RR	225	221	
Norristown, Berks & Lehigh RR	41			Oley Valley Ry	42		
Norristown Junction RR	466&452	450		Oley Valley & Lehigh RR	42		
North American Refractories	99	98	97	Ontario, Carbondale & Scranton RR	361	361	
North & West Branch RR	405&371	365		Ontelaunee RR	41		
North Bend & Kettle Creek RR	99	97		Orangeville & Lehigh RR	412&373		
North Branch RR	52			Oregon & Texas RR	181	179	
North Branch & Lackawanna RR	156			Orwigsburg RR	226		
North Branch Coal & Iron Co.	73			Oswayo RR	226		
North-East Pennsylvania RR	466&453	450		Oswayo Valley RR	224		
North Fayette RR	17			Otto Lbr., H.M. & J.B. (Otto Glen RR)	118		
North Kane RR	191			Otto Chemical Co.			200
North Lebanon RR	164	164		Otto Glen RR	119	115	
North Pennsylvania RR	466&454	450		Overland Ry.	156		
North Shore RR (1896)	37			Oxford RR	83		
North Shore RR (1908)	35			Oxford Cooperative Car Co.	484		
North Shore RR (1984)	103	102		Oxford Rail Road Co. of Chester County	83		
North Shore Terminal RR	18			Painters Run RR	31		
North Side RR	27			Paintersville & Port Perry RR	28		
North Star & Mifflin RR	17			Panhandle Ry.	412&375	369	
North-West Portage RR	195			Panther Creek RR	334	333	
North-Western Coal & Iron Co.	317			Panther Creek & Laurel Run RR	228		
North Western Pennsylvania RR	429			Panther Valley RR	72	71	
Northampton RR (1870)	211			Pardee Car & Machine Works	484		
Northampton RR (1901)	334	333		Pardee Lbr. Co.	247	246	
Northampton & Bath RR	209	209	207&21	Pardee, Snyder & Co. (car blder)	484		
Northampton & Luzerne Coal Co.	72			Parker & Cleveland RR	59		
Northampton Central RR	211			Parker & Karns City RR	298	293	
Northern Central RR	406&378	365		Parker City, Ebensburg & Oil City RR	32		
Northern Central Connecting RR	229			Paros Coal, Mining & Lbr. Co.	182		
Northern Central Connecting Ry	229			Path Valley RR	214		
Northern Coal & Iron RR	312	310		Patterson & Gilfillan (lbr)	134	131	
Northern Lackawanna RR	155			Peach Bottom Ry	160&272	159&271	
Northern Liberties RR	18			Peach Bottom RR	159		
Northern Liberties & Penn Town-ship RR	467&451	450		Pencoyd & Philadelphia RR	203	203	
Northern Maryland & Tidewater RR	232			Penn Central RR inc. 4-27-1966. See Pennsylvania RR and New York Central RR. Became Conrail 4-1-1976.			
Northern Montour RR	38			Penn Connecting RR	35		
Northern RR & Navigation Co.	121			Penn Eastern RR	220		
Northern Susquehanna RR	285	282		Penn Haven Junction & Glen Onoko RR	73		
Northumberland & Nanticoke RR	213			Penn Haven & White Haven RR	344	337	
Northwestern RR	410&371			Penn Lbr. Co's RR	122	122	
Norwich Lbr. Co.	192	187		Pennndel Corp.	412&376		
Noscoe Run RR	260			Pennsylvania RR 60, 84, 112	381&363		
Nottingham Coal Co.	177			Pennsylvania RR, The Presidents, Directors and Company of the Pennsylvania & Buffalo Connecting RR	83		
Nunundan RR	195			" & Delaware RR	412&374		
Nusbaum Chemical Co.	193	184		" & Erie Coal & Ry.	412&375	363	
Nypano RR	332				330		

PENN VIEW MOUNTAIN RR 145
PACKER, CARTER & CO. 343 337

4 83, 262

	Desc.	Map	Pic.	Philadelphia	Desc.	Map	Pic.
Pennsylvania							
" & Lehigh RR	73	84		" Bethlehem & New England RR	210	209	215
" & Martins Creek RR	211			" Bustleton & Trenton RR	417&377	363	
" & New England RR	108			" Commercial Wharf & RR	219		
" & New Jersey RR	412&376	363		" Delaware & Chester County RR	416		
" & New York Canal & RR	344	337		" Delaware & Montgomery Co.	112		
" & Northwestern RR	412&372	367		" Easton & Water Gap RR	468&454	450	
" & Ohio Belt Line RR	163			" Gas Co.			215
" & Southwestern Ry.	55			" Germantown & Chestnut Hill	417&377	363	
" & West Virginia RR	39			" Germantown & Norristown RR	468&454	450	
" & Western RR	33			" Glenside & Willow Grove RR	205		
Pennsylvania Cannel Coal & RR	119			" Harrisburg & Pittsburgh RR	469&452	450	
P Car Works	484			" Honesdale & Albany RR	73		
" Castleman Valley RR	232			" Midland RR	416		
" Coal Co.	479, 323	321	319	" Newtown & New York RR	469&454	450	
" Eastern RR	56			" Newtown Square & Chester RR(1885)	84		
" Fire Brick Co.	78			" Newtown Square & Chester RR(1886)	84		
" Inland RR	156			" Norristown & Northern RR	112		
" Lehigh & Eastern RR	177			" Norristown & Phoenixville RR	418&371	363	
" Locomotive Works	483			" Terminal RR	84		
" Lbr. Co.	122	122		" Terminal Transfer RR	112		
" Maryland & Virginia RR	129			" Trenton & Lehigh Valley RR	57		
" Middle Coal Field Coal & RR	103			" Tunnel RR	219		
" Midland RR (1881)	325			" West Chester & Lancaster RR	84		
" Midland RR (1894)	42			" Wilmington & Baltimore RR	418&375	363	
" Midland RR (1895)	413&373	367		Philipsburg RR	93		
" Midland Ry	156			Philipsburg & Johnstown RR	93		
" Monongahelia & Southern RR	413&373	369		Philipsburg & Juniata RR	93		
" Northern RR	86			Philipsburg & Susquehanna Valley RR	93		
" Pacific Ry	39			Philipsburg & Waterford RR	93		
" Petroleum Ry	249			Philipsburg Coal, Iron & Oil Co.	93		
" Poughkeepsie & Boston RR	335&467	333		Philipsburg, Ebensburg & Juniata	66		
" Poughkeepsie & New England RR	108			Phoenix Mining RR	83		
Pennsylvania Power & Light Co.			242	Phoenixville & West Chester RR	418&371	363	
" Schuylkill Valley RR	413&371	365		Phoenixville, Pottstown & Reading RR	418&371	363	
" Slatington & New England RR	335	333		Pickering Valley RR	469&453	450	
" Southern RR	86	85	79	Pigeon Creek Valley Coal Co.	259		
" Stave Co.	225			Pike Mills & Kettle Creek RR	101		
" , Virginia & Ohio RR	28			Pike Run RR	260		
" Vitrious Brick Co.	69			Pine Creek Ry	360		
" Western Ry	33			Pine Creek & Susquehanna Ry	101		
" Western & Ohio River Connecting Ry	30			Pine Creek & Tioga Valley RR	226		
Pentecoste Lbr. Co.	239	238		Pine Creek Lbr. & Tbr. Co.	152	152	
People's Ry.(1865)	226	227		Pine Grove & Lebanon RR	469&451	448	
People's Ry.(1899)	178			Pine Grove & Schuylkill Haven RR	228		
Pequa RR & Improvement Co.	467&452			Pinegrove Coal RR	250		
Pequa Valley RR	161			Pine Run RR	418&373	367	
Perkiomen RR	467&453	450		Pine Run Coal Co.	32		
Perley, A. P.	66			Piney Run RR	236	231	
Perry County RR	214	214		Pinkerton Lbr. Co.	236	231	
Perry County RR Extension	214			Pithole Valley RR	249	248	
Perry Lbr. Co.	214	214		Pithole Valley Ry Extension	250		
Perry Moshannon Mining Co.	99	97		Pittsburgh RR	278		
Philadelphia & Baltimore Central	413&375	363		" , Akron & Western RR	443		
" & Bustletown RR	414&377	363		" , Allegheny & Chicago RR	28		
" & Camden RR	219			" , Allegheny & McKees Rocks RR	18	8	
" & Chester Branch RR	467&452	450		" & Allegheny RR (1898)	18		
" & Chester County RR	416			" & Allegheny RR (1890)	30		
" & Chester Valley RR	467&453	450		" & Allegheny Central RR	259		
" & Columbia RR	479, 467, 414, 371	363&365		" & Allegheny River RR (1880)	27		
" & Delaware County RR (1831)	416&375			" & Allegheny River RR (1898)	18		
" & Delaware County RR (1890)	416&375	363		" & Atlantic RR	129		
" & Delaware River RR	218			" & Beaver RR	26		
" & Eastern RR	57			" & Beck's Run RR	437	435	
" & Erie RR	416&372	365&370	379	" & Bradys Bend RR	33		
" & Essington RR	112			" & Brownsville RR	129		
" & Frankford RR	468&452	450		" & Butler Ry	26		
" & Lehigh Valley RR	205			" & Butler RR	29		
" & Merion RR	204			" & Campbell's Run Coal RR	26		
" & Montgomery County RR	468&454	450		" & Carnegie RR	30		
" & New England Ry Co. of Penna.	202			" & Castle Shannon RR	18	9	19
" & New Hope RR	56			" & Charleroi RR	30		
" & New York RR	42			" & Chicago RR	37		
" & Newtown RR	468&454	448		" & Clearfield RR	31		
" & Newtown Connecting RR	468&456	450		" & Connelville RR	278	276	
" & North Branch RR	174			" & Connelville Gas Co.			127
" & Northeastern RR	205			" & Connelville Mining & Mfg. RR	26		
" & Northern RR (1884)	205			" & Cross Creek RR	418&375	369	
" & Northern RR (1892)	205			" & Eastern RR (1879)	27		
" & Pittsburgh RR	360			" & Eastern RR (1894)	360	351	349
" & Port Deposit RR	83			" & Erie RR	332		
" & Reading RR	479, 483, 455	448&450	440	" & Erie Coal & Ry	330		
" & Reading Terminal Co.	468&452	450		" & Fairhaven RR	31		
" & Schuylkill Valley RR	112			" & Franklin RR	26		
" & Sunbury RR	416&374	365		" & Freeport RR	33		
" & Taylorsville RR	56			" & Great Lakes RR	37		
" & Trenton RR	417&374	363		" & Harmarsville RR	30		
" & West Chester RR	84			" & Lake Erie RR	436	435	
" & Willistown RR	112			" & Laughlinstown RR	26		
" & Yardleyville RR	57			" & Mansfield RR (1884)	28		
" , Baltimore & Washington RR	417&375	363		" & Mansfield RR (1889)	28		
" Belt Line RR	218	217					

↑ PITTSTON Co

496.

Pittsburgh	Desc.	Map	Pic.
" & Mansfield RR (1893)	443		
" & McKeesport Car & Loco. Works	483+444		
" & Monongahelia Valley RR	27		
" & Moon Run RR	17		
" & Neville Island RR	28		
" & New York RR	291		
" & North Eastern RR	28		
" & North Eastern Terminal RR	31		
" & Northern RR	13&298	9	
" & Northern Terminal RR	31		
" & Northwest RR	29		
" & Northwestern RR	298		
" & Norwood Ry	26		
" & Ohio Valley RR	21	8	16
" & Shawmut RR	146	32&147	149&150
" & South Eastern RR	31		
" & South Side RR	28		
" & Southwestern RR	31		
" & State Line RR (1885)	291		
" & State Line RR (1899)	443		
" & Steubenville RR	418&375	369	
" & Streets Run RR (3-1886)	28		
" & Streets Run RR (7-1886)	28		
" & Susquehanna RR (1857)	419&372	370	
" & Susquehanna RR (1910)	92&93	89	
" & Taylortown RR	140		
" & Tube City RR	31		
" & Turtle Creek RR	27		
" & Virginia RR	26		
" & West Virginia Ry	260, 483, 443	442	
" & Western RR	295	293	
" & Western Lbr.	125		
" & Western Terminal RR	30		
" & Wheeling RR	26		
" & Whitehall RR	28		
" & Youghiogheny RR	27		
" , Beech Creek & Eastern RR	101		
" , Beech Creek & New York RR	101		
" Belt RR	28		
" , Bessemer & Lake Erie RR	301	300	
" , Betzhooven & Knoxville RR	29		
" , Binghamton & Eastern RR	52	50	53
" , Braddock & Buffalo RR	293	293	
" , Bradys Bend & Lake Erie RR	33		
" , Buffalo & Rochester RR	330		
" , Butler & Shenango RR	302		
" , Canonsburg & State Line RR	444		
Pittsburgh Car Works			
" , Carnegie & Western Ry	444		
" , Castle Shannon & Washington RR	279	276	
" Central RR	27		
" , Chartiers & Youghiogheny RR	21	8	23
" , Cincinnati & St. Louis RR	419&375	369	
" , Cincinnati, Chicago & St. Louis RR	419&375	369	
" , Clarion & Franklin RR	86		
" , Cleveland & Toledo RR	299	293	
" Coal RR	27		
" Connecting Ry	29		
" Connecting & Terminal Co.	31		
" , Connellsville & Wheeling RR	139		
" East & West RR	299	293	
" , Ft. Wayne & Chicago RR	419&374	369	
" , Indiana & Eastern RR	146		
" , Johnstown, Ebensburg & Eastern RR	93		
" Junction RR	279	276	319
" , Kittanning & Warren RR	419&372		
" , Knoxville & Allentown Ry	28		
" , Lake Erie & Western RR	299	293	
" , Lisbon & Western Ry	35	34	
" , Lisbon & Western RR	35	34	62
" Local RR	279	276	
" Locomotive Works	482		
" , Marion & Chicago RR	35	34	
" , Marion & Chicago Ry	35		
" , McKeesport & Youghiogheny RR	437	435	
" , Monongahelia & Wheeling RR	29		
" , New Castle & Cleveland RR	36		
" , New Castle & Lake Erie RR	299	293	
" Plate Glass Co.			20
" , Rochester & Sharpsville RR	27		
" , Shawmut & Northern RR	446	445	
" , Shenango & Lake Erie RR	302	300	
" Short Line RR	28		
" Southern Ry	279	276	319
" , Summerville & Clarion RR	86	85	
" , Titusville & Buffalo Ry	419, 376&377	370	
" , Virginia & Charleston RR	419&372	369	
" , Westmoreland & Somerset RR	266	264	
" , Youghstown & Ashtabula RR	420&378	369&370	

PITTSBURGH EAST END RR 27

PITTSBURGH COAL CO.

178 173

Pittsburgh	Desc.	Map	Pic.
" , Youngstown & Ashtabula Ry	420&378	369&370	
" , Youngstown & Chicago RR	27		
Pittston Coal Co. RR & Coal Co.	156		
Plumville RR	285	282	
Plymouth RR	469&454	450	
Plymouth & Wilkes Barre RR & Bridge	312	310	
Plymouth Coal Co.	174		
Pocono Northeast RR	155	155	
Poe Valley RR	78	75	
Point Breeze RR	219		
Point Breeze & Gibson Point RR	219		
Point Pleasant RR	260		
Pomeroy & Newark RR	420&375	363	
Pomeroy & State Line RR	420&375	363	
Port Jervis-Delaware Valley RR	220		
Port Kennedy RR	470&452	450	
Portage Creek & Rich Valley RR	183	187	
Portland & Northern RR	119	114	
Portland Lbr. Co.	119	114	
Portsmouth & Lancaster RR	420&373	365	
Porter, Bell & Co.	482		
Porter, H. K. (loco blder)	482		
Potato Creek RR	193	187	
Potomac & Allegheny RR	40		
Potosi Coal Co.	73		
Potter County RR	226		
Pottsville & Mahanoy RR	420&371	365	
Pottsville & Minersville RR	229		
Pottsville & New York RR	229		
Pottsville & Tuscarora RR	228		
Powell Tract Coal Co.	103		
Powelton Coal & Iron Co.	39		
Pressed Steel Car Co.	484		
Priceville & Winton RR	156		
Primrose & Georgetown RR	260		
Pullman Co. (car blder)	484		
Punxsutawney, Titusville & Erie RR	134	131	
Quakake RR	344	337	
Quakertown & Bethlehem RR	56	55	54
Quakertown & Delaware River RR	56		
Quakertown & Eastern RR	56	55	54
Queens Run Fire Brick Co.	99	97	95
Quemahoning Branch RR	280	276	
Quinn & Co., T. H. (lbr)	193	184	
Quinn's Run RR	101		
Raine & Raine Lbr. Co.	119	114	
Ramey Lbr., D. K.	92	89	
Raven Run Coal & Iron Co.	52		
Reading Co.	479, 483, 451&470		
Reading & Brandywine RR	83		
Reading & Chesapeake Coal & Ry. Co	42		
Reading & Columbia RR	470&453	448	
Reading & Lebanon RR	42		
Reading & Lehigh RR (1856)	470&454	448	
Reading & Lehigh RR (1874)	470&452	448	
Reading & Pottsville RR	420&371	363	
Reading & St. Lawrence RR	42		
Reading & Treverton RR	42		
Reading Belt RR	470&452	448	
Reading, Birdsboro & Pottsville RR	42		
Reading, Fleetwood & Kutztown RR	42		
Reading, Fredericksburg & Susquehanna RR	41		
Reading, Lancaster & Baltimore RR	42		
Reading, Marietta & Hanover RR	470&454	448	
Reams, Joseph, Coal Co.	236		
Red Bank & Youngstown RR	299		
Redstone RR	130		
Red Stone Central RR	347	346	
Redstone Connecting Ry	129		
Reichley Bros (Fulton County)	138	138	
Reichley Bros (Mifflin County)	198	198	
Reitz & Whitmer Lbr.	78	75	
Reno RR (1869)	250		
Reno RR (not inc.)	135	131	
Reno, Oil City & Pithole RR	249	248	
Rew City & Eldred RR	188	187	
Reynoldsville & Falls Creek RR	292	147&288	149
Reynoldsville, Warren & Buffalo RR	151		
Rhody Lbr. Co.	92	88	
Richmond RR	218		
Ridgway & Clearfield RR	420&372	370	
Ridgway & Northern RR	121		
Ridgway & Oil City RR	121		
Riegelsville RR	57		
Rifler & Son, Inc.	263	263	
River Front RR	420&371	363	
Robinson Valley RR	27		

ALLEGANY EDWARD ROBEASS 344 331

	Desc.	Map	Pic.		Desc.	Map	Pic.
Rochester & Pittsburgh RR	292	288		Sharon & Ceres RR	224		
Rochester, Beaver Falls & Western RR	420&374			Sharon & State Line RR	197		
Rock Cabin & Tangascootac RR	101			Sharon Connecting RR	197		
Rockhill Iron & Coal Co.	144			Sharon, Sharpsville & Mercer RR	197		
Rockwood & Bakersville RR	280			Sharpsburg, New Castle & Butler RR	59	196	
Rocky Ridge RR	142	141		Sharpsville RR	421&196		
Rogers RR (Lbr.Co)	256	253		Sharpsville & Lake Erie RR	197		
Rolfe RR	119			Sharpsville & Oakland RR	196	196	
Rolfe & Forest City RR	119	114		Sharpsville & Pittsburgh RR	28		
Rolfe & Northern RR	119	114		Sharpsville & Shenango Valley RR	197		
Room Run RR	72&308	71		Sharpsville & Western RR	197		
Ross Hill Silica Brick Co.	256	253	252	Sharpsville, Wheatland, Sharon & Shawmut & Brandy Camp RR	332	330	
Rostraver Ry.	129			Shawmut & Ridgway RR	113	114	
Round Top RR	7			Shawmut Cannel Coal Co.	119		
Roush Creek RR	228			Shawmut Coal Co.	119		
Roxborough RR	205			Shawmut Coal Mining Co.	446	445	
Ruggles & Co.	268	268		Shawnee Coal & Iron Co.	177		
Rupert & Bloomsburg RR	470&452	448		Sheffield & Spring Creek RR	254	253	
Rural Valley RR	292	288&32		Sheffield & Tionesta RR (1882)	136		
Ryan Thompson & Co (lbr)	246			Sheffield & Tionesta RR (1900)	132	131	
St. Clair Terminal RR	25			Shenango & Allegheny RR	302	300	
St. Marys & Eastern RR	117	115		Shenango & Beaver Valley RR	36		
St. Marys & Southwestern RR	447	445		Shenango & State Line RR	163		
St. Marys & Western RR	117	115		Shenango Coal Co.	197		
St. Marys Coal Co.	121			Shenango Valley RR	437		
St. Marys Terminal RR	121			Shenango Valley & Alliance RR	197		
Salamanca, Bradford & Allegheny River RR	421&376			Sherman's Valley RR	214		
Salisbury RR	280	276		Shermans Valley & Broad Top RR	39		
Salisbury & Baltimore RR & Iron Co.	280			Sherrick Run Ry	129		
Salmon Creek Lbr. Co	132	131		Shickshinny & Huntington Valley RR	178		
Salt Lick RR	73			Shields & Gross Lbr.	120	114	
Saltzburg & West Lebanon RR	146			Shohola Glen Gravity RR	220	216	
Sandy Creek RR	148	147		Short Mountain Coal Co.	108	365	
Sandy Lick RR	81			Shousetown, Clinton & Frankfort RR	27		
Saucon RR & Mining Co.	169			Shrewesbury RR	273		
Saucon Valley RR	211			Shrewesbury Ry	273		
Scalp Level RR	421&371	367		Silver Brook Coal Co.	73		
Schall, Michael	444			Sinnemahoning & Pine Creek RR	226		
Schimmelfeng, H. (lbr)	119	115		Sinnemahoning & Pittsburgh RR	70		
Schofield Lbr. Co.	236	231		Sinnemahoning & Sheffield RR	70		
Schult, M. M. (lbr)	119	114		Sinnemahoning Portage RR	421&376		
Schuylkill RR	218			Sinnemahoning Powder Mfg. Co.	69		
Schuylkill & Conestoga Valley RR	42			Sinnemahoning Valley RR	285	282	
Schuylkill & Delaware Improvements & RR Co.	108			Skinner's Eddy & Little Meadows RR	268		
Schuylkill & Juniata RR	421&371	365		Slack Water Connecting RR	25		
Schuylkill & Lehigh RR	471&452	450		Slaght Lbr. Co.	245	244	
Schuylkill & Lehigh Valley RR	344	337		Slagle Lbr. Co.	236	230	
Schuylkill & Susquehanna RR	471&452	448		Slate Run RR	181	179	
Schuylkill East Branch Navig. Co	471& 453	448		Slate Valley RR	335		
Schuylkill Haven & Lehigh River RR	73			Slatington RR	211		
Schuylkill Jct. RR	219			Smethport RR	192	187	
Schuylkill RR & Mining Co.	228			Smethport & Olean RR	447		
Schuylkill River East Side RR	280	276		Smith, Glover & Duncan Lbr. Co.	81	74	
Schuylkill River West Side RR	219			Smithfield & East Liberty RR	31		
Schuylkill Valley Navigation & RR Co.	471&453	448		Smithfield & Masontown RR	280	276	
Schwibenz, Allie (lbr)	236	231		Smiths Ferry RR	37		
Scootac RR	100	97	95	Snowshoe & Little Sandy RR	81	74	
Scotland & Mont Alto RR	421&374	365		Snyder, G. W. (car blder)	444		
Scott & Ainken (lbr)	104	104		Soldiers Run RR	151		
Scottdale Connecting RR	266	264		Somerset & Bedford RR	421&373		
Scotts Run RR	347			Somerset & Cambria RR	280	276	
Scranton & Bald Mount RR	156			Somerset & Mineral Point RR	280	276	
Scranton & Binghamton RR	156			Somerset Coal Ry	477	475	
Scranton & Forest City RR	361			Somerset County RR	237	231	
Scranton & Northeastern RR	154			Somerset Lbr.Co.	125	124	
Scranton & Spring Brooks RR	155	153		Sones Lbr., C. W.	239	238	
Scranton, Dunmore & Moosic Lake RR	155	153		South Branch RR	193	184	
Scranton, Factoryville & Tunkhannock RR	156			South Branch & Forest RR	136		
Seaboard, Pittsburgh & Great Western Ry	137			South Chester RR	421&375	363	
Selinsgrove & North Branch RR	213			South Easton & Philipsburg RR	210		
Seward RR	266	264		South Fayette RR	27		
Sewickly & Jeanette RR	267			South Fork RR	421&371	367	
Shade Creek RR	236	230		South Fork Lbr.Co.	66		
Shade Gap RR	142	141		South Mountain RR	41		
Shamokin & Bear Valley Coal Co.	471&451	448		South Mountain Iron & RR Co.	453&472	448	
Shamokin & Treverton RR	471&451	448		South Mountain Ry & Mining Co.	453&472	448	
Shamokin, Mahanoy & Schuylkill RR	228			South Pennsylvania RR	39		
Shamokin, Sunbury & Lewisburg RR	472&452	448		South Pittsburgh Coal Co.	26		
Shamokin Valley & Pottsville RR	421&374	365		South Shore RR	29	9	
Shank & Co., I.L. (Crawford Co.)	104	104		South Side RR	211		
Shank & Co., I.L. (Warren Co.)	256	253		South West Connecting Ry	422&372	369	
Sharon Ry	332	330		Southwest Connecting Ry	37		
Sharon & Butler RR	197			South West Pennsylvania RR	422&372	369	
				Southern Cambria RR	73		
				Southeastern Junction RR & Terminal	31		
				Southeastern Pennsylvania Transportation Authority	218	217	
				Southern Central RR	108		
				Southern Pennsylvania Iron & RR	423&376	365	

SHICKSHINNY COAL & IRON 178 172

	Desc.	Map	Pic.		Desc.	Map	Pic.
Southern Penna. Ry & Mining Co	423&376	365		Tacony Valley RR	204		
Southern Tier RR	137			Tamaqua, Hazleton & Northern RR	473&452	448	
Southwark RR	423&375	363		Tangascootac Coal Co.	101		
Southwestern DuBois RR	285	282		Tangascootac Valley RR	100	77	168
Speedway & Scranton Lake Ry	156			Thomas Iron Co.	170		169
Spring Brook RR	155	153		Thomas RR	170		114
Spring Creek RR	120	114		Thompson, Albert	120		
Spring Garden Connecting RR	30			Thompson Run Coal & RR	35		20
Stafford Coal Co.	72			Thompson Steel Co., Edgar			
Standard Iron Mining & Furnace Co	159			Thorn Creek RR	59		
Standard Steel Car Co.	484		61	Tiadaghton & Fahnestalk RR	245	244	
State Line RR (1853)	245			Tide Water & Susquehanna RR	273		
State Line RR (1884)	280	276		Tidioute	104		
State Line RR (1890)	285	282		Tidioute RR	257		
State Line & Juniata RR	472&454			Tidioute & Susquehanna RR	327	326	320
State Line & Sullivan RR	344	337		Tioga RR	52		
State Line & Middlesex RR	197			Tioga & Clinton RR	245		
State Line, Brookland & Pine Creek	226			Tioga & Seely Creek RR	327	326	
State Ridge & Delta RR	273			Tioga Navigation Co.	245		
Stauffer, Isaac (lbr)	201	201		Tioga RR & Coal Co.	135		
Stearns Mfg. Co. (loco blder)	155			Tionesta RR	250		
Steel Valley RR	31			Tionesta & Allegheny River RR	257		
Steeltown & Highspire RR	107	106	110	Tionesta & Clarion RR (1870)	87		
Stem & Co., Geo. H. (car blder)	484			Tionesta & Clarion RR (1882)	136		
Stewart RR	197			Tionesta & Forest RR	257		
Stewartstown RR	271	271	261&270	Tionesta Valley RR (1866)	254	253	
Stoke-Pogie RR	205			Tionesta Valley Ry (1879)	132	131	
Stone Creek RR	144			Tionesta Valley & Hickory RR	132	131	
Stony Brook Lbr. Co.	239	238		Tionesta Valley & Salmon Creek RR	134		
Stony Creek RR	472&453	450		Tionesta Valley Chemical Co.	425&374	367	
Strasburg RR (1832)	159			Tipton RR	105		
Strasburg RR (1851)	159	159	149	Titusville & Cambridge RR	105		
Strause Lbr., Samuel	165	164		Titusville & Franklin RR	425&376	370	
Streets Run & Dravosburgh RR	29			Titusville & Oil City RR	425&376	370	
Streets Run & Homestead RR	29			Titusville & Petroleum Center RR	105		
Streets Run Terminal	31			Titusville & Sheffield RR	425&376	370	
Stroudsburg & Bethlehem RR	202			Titusville & Union RR	4&105		
Stroudsburg & Easton RR	202			Titusville, Cambridge & Lake Erie	105		
Stroudsburg Passenger Ry	202	201		Titusville Central	15&202	153&201	
Sugar Cabin Coal & Iron Co.	103			Tobyhanna & Lehigh Lbr. Co.	178		
Sugar Run RR	194	184		Tomhickon, Millersville & Eastern	52		
Sugar Valley RR	247	246		Towanda RR	52		
Sugarloaf & Hazleton RR	171	172		Towanda & Franklin RR(1836)	50		
Sugar Loaf Coal Co.	345	337	349	Towanda & Franklin RR(1853)	51	50	
Sullivan & Erie Coal & RR	345	337		Towanda-Monroeton Shippers Lifeline	52		
Summit Branch RR	423&376	365		Towanda RR & Coal Co.	425&371	363	
Summit Coal Co.	72			Trenton Cut-Off RR	57		
Summit Lbr. Co.	125	124		Trenton Short Line RR	308	305	
Sunbury & Erie RR	423&372	365&370		Tresckow RR	473&451	448	
Sunbury & Lewistown RR	424&371	365		Treverton & Susquehanna RR	473&451	448	
Sunbury, Hazleton & Wilkes Narre	424&371	365		Treverton Coal Co.	473&451	448	
Susquehanna RR (1833)	52			Treverton Coal & RR Co.	473&451	448	
Susquehanna RR (1851)	424&378	365		Treverton, Mahanoy & Susquehanna	473&451	238	242
Susquehanna RR (1891)	285	282		Trexler & Turrell Lbr. Co.	240		
Susquehanna Ry	178			Trout Run RR	181	179	
Susquehanna & Allegheny RR	151			Troxell, I.N.	92		
Susquehanna & Bristol RR	57			Tuna Creek RR	195		
Susquehanna & Buffalo RR	99	97		Turbottville & McEwensville RR	213		
Susquehanna & Clearfield RR	424&360	351		Turbottville & Williamsport RR	425&373		
Susquehanna & Delaware RR	177			Turner & Son, Gilbert (lbr)	256	253	
Susquehanna & Delaware Canal & RR	174			Turtle Creek & Allegheny River RR	27		
Susquehanna & Delaware River RR	108			Turtle Creek & Allegheny River RR	21	9	
Susquehanna & Eagles Mere RR	240	238		Turtle Creek Industrial RR	266	264	
Susquehanna & Erie RR	182			Turtle Creek Valley RR (1873)	26		
Susquehanna & Hudson RR	177			Turtle Creek Valley RR (1886)	425&371	369	
Susquehanna & Mahoning RR	151			Tuscarora RR	139		
Susquehanna & New York RR(1902)	51&345	50	53	Tuscarora & Gold Run Tunnel & RR	226		
Susquehanna & New York RR (1898)	286	282		Tuscarora Valley RR (1872)	152		
Susquehanna & Philadelphia RR	229			Tuscarora Valley RR (1891)	152	152	
Susquehanna & Southern RR (1901)	73			Tussey Mountain & Grafton RR	144	141	
Susquehanna & Southern RR (1902)	286	282		Tylerdale RR	259		
Susquehanna & Southwestern RR	360			Tylerdale Belt Line RR	259		
Susquehanna & Tidewater RR	273			Tylerdale Connecting RR	281	276	
Susquehanna & Tidioute RR	257			Tylerdale RR & Coal Co.	87		
Susquehanna & Western RR	106			Tyng Loco. Works	483		
Susquehanna, Bloomsburg & Berwick RR	425&373	365		Tyrone & Clearfield RR	426&373	367	
Susquehanna Central Ry	520-81			Tyrone & Clearfield Ry	426&373	367	
Susquehanna Coal Co.	156&425		199	Tyrone & Lock Haven RR	427&372	367	
Susquehanna Connecting RR	325	321		Ulysses & Pine Creek RR (1881)	226		
Susquehanna, Gettysburg & Potomac RR	477	475		Ulysses & Pine Creek RR (1892)	226		
Susquehanna, Pittsburgh & Western Ry	27			Union RR (1859)	219		
Susquehanna River & Western RR	214	214		Union RR (1861)	197		
Swan Bros. (lbr)	92	88		Union RR (1889)	28		
Swatara RR (1841)	472&451	448		Union RR (1894)	22	9	24
Swatara RR (1882)	108			Union & Titusville RR	104		
Swatara & Good Spring Creek RR	472&451	448		Union Branch RR	473		
Swissvale Car Co.	484			Union Canal Co.	473&451	448	
Sykes Bros. (lbr)	92	88		Union Car Works	484		
Sykes & Cafilisch (lbr)	120	115		Union Coal Co.	312	310	
Swades Ford Bridge Co	454			Union Iron & Coal Co.	156		
				Union Iron, Coal & Mfg. Co.	177		
				Union Narrow Gauge RR	39		

	Desc.	Map	Pic.		Desc.	Map	Pic.
Union RR & Mining Co.	108			Wellsville, Addison & Galeton RR	225&286	221	
Union Transfer & Exchange RR	29			Wellsville & Ulysses RR	226		
Uniontown Ry	129			Wellsville, Coudersport & Pine Creek	286	282	
Uniontown & Dunkard Creek RR	126			West Branch RR	120		
Uniontown & Lick Run RR	281	276		West Branch Franklin RR	137		
Uniontown & Waynesboro RR	281			West Branch Valley RR	360	351	
Uniontown & West Virginia RR	126			West Buck Mountain Coal & Iron Co.	103		
Uniontown & Wheeling Short Line RR	130			West Chester RR	428&371	363	
Uniontown, Waynesburg & West Va. RR	129			West Chester & Philadelphia RR	428&375	363	
United Lbr. Co. (1891)	196			West Chester & Phoenixville RR	84		
United Lbr. Co. (not inc.)	237	231		West Chester & Port Deposit RR	83		
United Ry.	237	231		West Chester Extended RR	83		
United States Iron Armour & Steel Mfg. Co.	83			West Clarion RR	330	328	
Unity Rys	25	9	24	West Penn & Shenango Connecting RR	303	300	
Upper Lehigh Coal Co.	73			West Penn Coal Co.	121		
Upper Merion & Plymouth Ry	204	203		West Philadelphia RR	218		
Ursina & North Fork RR, Ry	237	231	241	West Pittsburgh Connecting RR	163		
Upper Union Mills RR	29			West Pittston Exeter RR	171	173	176
Valley RR (not inc.)	312	310		West Reading RR	473&452	448	
Valley RR (1894)	194	184		West Shore RR (1910)	178		
Valley RR (1901)	194	184		West Shore RR (1983)	247	246	
Valley Coal Co.	177			West Shore & Eastern RR	259		
Valley Connecting RR	197			West Side Belt RR	260, 444	442	440
Valley Forge RR	84			West Way Terminal RR	30		
Vaughan, John			175	Westernman Coal & Iron RR	332	330	
Venango RR	250			Western Allegheny RR	58	32&58	61
Venango Ry	250			Western Anthracite RR & Coal Co.	103		
Victor RR	94			Western Central RR	93		
Vincent Lbr. Co. (Allenwood & West)	180			Western Fayette RR	130		
Vincent Lbr. Co.	152	152		Western Junction RR	104		
Vinton Lbr. Co.	66	63		Western Maryland RR	477	475	
Vintondale Lbr. Co.	66	63		Western Maryland Ry	476	475	
Vowinkle & Crown RR	135	131		Western New York & Penna. Ry, RR	429&376	370	
Vulcan Iron Works	482			" Ry.	376&429&377	370	
				Western Pennsylvania RR	430&371	369	
				Western Pennsylvania Coal Co.	195		
				Western Transportation Co.	431		
				Western Washington RR	260		
Wabash Pittsburgh Terminal Ry	444	442		Westinghouse Electric Co (Loco blder)	443		
Wagner & Wilson (Millstone Valley)	135			Westinghouse Interworks Ry	267	264	
Walcott & Colegrove Brook & Potato Creek RR	189	187		Westmoreland & Fayette RR	129		
Walker, Joseph B. (Bark Camp RR)	92			Westmoreland Central RR	267		
Wallace Run Lbr.	81	74		Westmoreland Coal Co.	267		
Wallenpaupack Improvement Co.	156			Westmoreland Junction RR	267		
Wampum & State Line Ry	163			Wetmore Lbr., L.D.	194	184	
Wanamaker, Kempton & Southern RR	41	40		Wheatland & Ohio RR	197		
Warren Ry	257			Wheeler & Dusenbury Lbr. Co.	135	131	
Warren & Bradford RR	195			Wheeling & Eastern RR	140		
Warren & Farnsworth RR	255	253		Wheeling Coal RR	431&376		
Warren & Farnsworth Valley RR	255	253		Wheeling, Pittsburg & Baltimore RR	281		
Warren & Forest RR	135			Wheeling, Waynesburg & Eastern RR	140		
Warren & Franklin Ry	427&376	370		White Deer & Loganton Ry	247	246	
Warren & Jefferson RR & Coal Co.	151	257		White Deer Valley RR	247	246	
Warren & Pine Creek RR	257			White's Creek Lbr. Co.	237	231	
Warren & State Line RR	257			Whitmer Steele Co. (lbr)	92	89	
Warren & Tidoute RR	427&377	370		See also Alder Run RR, Morrisdale RR, White Deer & Loganton RR			
Warren & Venango RR	360	351		Whitmer & Son, Wm.	247	246	
Warren, Bradford & Rochester RR	257			Wilcox RR	120	114	
Warren County Traction Co.	256	253		Wilcox & Burning Well RR	120	114	
Warren Improvement & RR Co.	257			Wilcox & Howard Hill Improvement Co	330		
Warren Lbr. Co.	256	253		Wilcox & Rocky Run RR	121	115	
Warren Tank Car Co.	484			Wilcox Manuf. Co.	121	115	
Washington RR	281			Wilkes Barre RR	155		
Washington & Canonsburg Ry	259			Wilkes Barre & Eastern RR	325	321	
Washington & Fayette RR	260			Wilkes Barre & Harveys Lake RR	345	337	
Washington & Franklin RR	477	475		Wilkes Barre & Hazleton Ry	171&345	172&173	175
Washington & Gettysburg RR	7			Wilkes Barre & Northern RR	171		
Washington & Greene RR	140			Wilkes Barre & Philadelphia RR	177		
Washington & Maryland Line RR	427&375			Wilkes Barre & Pittston RR	431&371		
Washington & Pittsburg RR (1831)	259			Wilkes Barre & Scranton RR	308		
Washington & Pittsburg RR (1837)	259			Wilkes Barre & Scranton Ry	309	305	
Washington & State Line RR	260			Wilkes Barre & Western RR	431&373	365	
Washington Coal Co.	156			Wilkes Barre & Williamsport RR	182		
Washington Connecting RR	259			Wilkes Barre Coal Co.	174	175	
Washington County RR	444			Wilkes Barre Coal & Iron Co.	177		
Washington Run RR	126	124	128	Wilkes Barre Connecting RR	312	310	
Washington, Westminster & Gettysburg	7			Wilkes Barre, Dallas & Harveys Lake	171		
Water Gap RR	325			Wilkes Barre East & West Ry	178		
Water Gap & Schuylkill RR	229			Wilkes Barre, Pittston & New York RR	177		
Watson Lands Lbr. Co.	135	131		Wilkes Barre Short Line RR	178		
Watsontown Car Co.	484			Wilkes Barre Terminal RR	178		
Wayne County RR	156			Wilkinsburg RR	26		
Waynesboro & Blue Ridge RR	137			Willardsburg & Jersey Shore RR	245		
Waynesburg & Monongahelia River RR	139			Williams, Geo. E. (lbr)	120	115	
Waynesburg & Washington RR	428&374	369		Williams & Foresman (lbr)	100	97	
Waynesburg Southern RR	348	346		Williams Valley RR	473&453	448	
Weaver, Henry P. (lbr)	194	187		Williams Valley RR & Mining Co.	108		
Webster RR	66			Williamsport RR	182		
Weed & Co., W.S. (Oil Valley RR)	194			Williamsport & Binghamton RR	52		
Welles Lbr Co., M.H. & G.H.	51	50		Williamsport & Clearfield RR	81		
Wellesburg RR	237			Williamsport & Elmira RR	432&374	365	
Wellsboro & Lawrenceville RR	360	351		Williamsport & North Branch RR	181	179	199
Wellsboro & State Line RR	245						
WAPWALLOPEN RR	171	172					
WELLERSBURG & STATE LINE RR	237	231					

	Desc.	Map	Pic.		Desc.	Map	Pic.
Williamsport & Northeastern RR	52			Yardleyville & Middletown RR	57		
Williamsport & State Line RR	52			Yardleyville & Newtown RR	57		
Williamsport Junction RR	182			York & Black Mountain RR	273		
Willow Bank & Burns Spring RR	81			York & Cumberland RR	378&433	365	
Wilmington & Northern RR	473&454	450		York & Maryland Line RR	378&433	365	
Wilmington & Reading RR	474&454	450		York & Peach Bottom RR	272		
Wilmington & Western RR	281	276		York & Schuylkill RR	273		
Wilmoth Lbr., H.J.	237	231		York, Hanover & Frederick RR	376&433	365	
Wind Gap & Delaware RR	335	333		York Haven & Rowena RR	372&433	365	
Winfield RR	58	58	61	York Southern RR	272		
Winslow, Oren (lbr)	148	147		York Springs RR	7		
Winton Valley RR	122	122		York Springs Ry	257		
Wise Lbr. Co.	92	88		York Springs & Dillsburg RR	7		
Wissahickon, Roxborough & Plymouth	204			Youghioghney RR	433&371	369	439
Wood & Co., L. B. (lbr)	257	253		Youghioghney & Cheat River RR	130		
Wolf, Oliver W. (lbr)	100	97		Youghioghney & Eastern Ry	267		
Wray, C. P. (lbr)	198	198		Youghioghney & Elizabeth RR	28		
Wright & Miller Lbr.	194	187&184		Youghioghney & Ligonier Valley RR	126	124	
see also Elk & Highland RR				Youghioghney & Wick Haven RR	129		
Wright & Pier (lbr)	151	147		Youghioghney Central Ry	126		
Wrightsville & Gettysburg RR	433&371	365		Youghioghney Coal Hollow Coal Co.	267		
Wrightsville & York RR	433&371	365		Youghioghney Connecting RR (1889)	28		
Wrightsville, New Holland & Conewago	273			Youghioghney Connecting RR (1900)	129		
Wrightsville, York & Gettysburg	433&371	365		Youghioghenv Lbr. Co.	126		
Wyalusing RR	52			Youghioghenv Northern RR	437		
Wykoff, B. V. (lbr)	70	69		Youghioghenv River RR	129		
Wyoming & Lehigh RR	174			Youghioghenv Southern RR	129		
Wyoming & Pond Creek RR	171	172		Youghioghenv Tunnel RR	30		
Wyoming & Sullivan RR (1873)	177			Youghioghenv Valley RR	29		
Wyoming & Sullivan RR (1908)	240	238		Young & Brown Lbr (Piney Run RR)	237		
Wyoming & Susquehanna Valley RR	73			Youngstown & Southern RR	36		
Wyoming Coal Co.	174			Youngsville & State Line RR	257		
Wyoming Valley & Ontario RR	268			Youngsville & Sugar Grove RR	257	253	252
Wyoming Valley Mfg. Co. (loco blder)	442			Zartman Lbr., W. P. (Juniata Co.)	152	152	
				Zartman Lbr., W.P. (Dauphin Co.)	107	106	
				Zartman Lbr., W.P. (Northumberland)	212	212	
				Zerbe Valley RR	474&451	448	
Yardleyville RR	57						

ADDENDA #5 BOOKS #161-UP

This addenda represents changes which could not be added to the masters. However, the masters refer you to this addenda except in the case of photo caption corrections/additions. Addendas # 1-4, 6 were added to the masters.

Page

- 5 Canals and Railroads of the Mid-Atlantic States 1800-1860 by Christopher T. Baer has excellent detail maps of the anthracite coal field railroads
- 6 Gettysburg RR #28 3000 hp ex Panther Valley and Conrail #2882
- 11 Booth Flynn photo: Liberty tube (not Lincoln).
- 14 Monogahela Connecting RR diesels added data:
 *100 new 900 hp engine 1954;
 *111 sold Ore.Pacific & EasternRR;
 *135 acq.1979 ex B&O#9013, Alco 1000 hp 1955, model S4;
 *136 ex L&N 21358 Alco 1952,c.n. 80075,1000 hp,S4. Resold Mahoning Valley(Oh) #136
 *137 ex Union #516 Alco s2,1000hp 1943 70211.Resold Mahoning Valley #137;
 *138 ex P&LE#8647 Alco S4,1000hp 1953;
 *146 c.n. 77164;
 *147 c.n.76583;
 *148 76584;
 *149 ;
 *150 GE 900 hp, 1937, c.n. 12161. Rbt to slug 1961;
 151-152 Alco 1946;
 *160&161 1500 hp GE 1939 12528&9. Both rbt 1963 into slugs with 1100 hp enginesSc. 1973&1974;
 *162-3 1100 hp 1945 17749 & ? *163 sc 1957. *162 to slug in 1963 & sc. 1974.
 *175 rbt to slug in 1965.sc. 1974.
 *176 rbt to 1400 hp. Rbt to slug 1964.Sc1973.
 *177 Alco 600 hp 77074, 1950. Ex NYC 8690,acq. 1966 & rbt to slug 1967.
 *400 Alco 1968 6004-01 1000 hp,model T6.
 *420-2 EMD 1000 hp 1970, 74,74, c.n. 36160,73688-1, 73688-2; *431 EMD 1000 hp 1941 c.n.1357 ex S.P. 1908, acq. 1975.
 *700 Alco RS11 1800 hp 1957, 82370. Later Alliquippa&Sou #700; *701 Alco 1500 hp model C-415.
- 17 Montour diesel data:
 *70-72 1200 hp EMD 13019-21, 1950. *70&71 lettered for Youngstown&Sou.*70-1. *70 sold Glassport Term in 1981;*71 sc. 1981. *72 wrecked 1958 and sold 1960 to Acme Newport Steel*9. *73-76 c.n. 16442-5. *73,5,6 old Inland Steel 1981. *76 got new diesel engine.
 *77-80 17060-3. Sold 1983 to Pocono Northeast RR*77. *78-80 sold Inland Steel 1981;
 *81-84 1953 17430-3. *81&82 sold Ford Motor Co.*12006&7. 83&84 sold Alliquippa&Sou 1214&1215 in 1981.
 *85 EMD 1200 hp model SW9 1952 16330 ex P&LE 1243, acq 1-1974. Returned to P&LE 1975. Later Md.&Pa.*84 in
1976. Montour steam:*17 2-8-0 Pitts 1905 30472 ex B&LE#119. Sold Pitts, Lisbon & West*36.
- 18 add to Pittsburg & Castle Shannon description. Tunnel sealed and incline on back slope built to take pass.cars to Castle Shannon incline. 4th sentence from end change "on top" to "front" of mln.
- 18 Pitts,Allegh&McKees Rocks diesels:
 1 300hp GE 1952 45 tons. New, Sold St.Louis Car Co.*57,1862
 2 300hp GE 1941 13057 " ex GE River Works*1.Resold 1964 Livonia,Avon&Lakeville *1
 3 300hp GE 1942 ex U.S.Steel? Sold Georgia Pacific,Swandale,W.Va
 4 300 hp GE 1941 ex U.S.Navy. Resold Marquette CementCo.
 5 300hp Whitcomb 1946 ex U.S.Navy
 6 Porter 1944 7316. ex U.S.Navy. Ren. 16.
 7 300hp GE 1941 ex U.S.Navy. Resold G.E.Co.
 8 450hp Whitcomb 1940 60034 ex Marquette Cement,acq 1965
 9 GE 1948 29877 50 tons ex A.M.Byers D-2,acq. 1975
 13 GE 1949 3-249 44 tons acq. 3-1980 ex NKP #90., ex Va.Cent.*102. Sold late 1980 to Kaiser Co, N.C.
 14 GE 45 tons ex Va.Central*?,acq.1978. Quickly disposed.
 15 ren.from 6.. Resold 1974 to Vulcan Detinning Co.
 17 600hpGE 1950 30445 70 ton ex East Erie Comm.*17
 20 600hpGE 1951 31168 70 ton ex East Erie Comm.*20
 70 600hpGE 1951 31169 70 ton ex ? Resold 1975
 75 GE 1942 15655 65 ton ex U.S.Army 7012,acq 1975
 1233 Davenport 1953 3381 44 ton ex U.S.Army*1233
- 20 Edgar Thompson photo: 30" gauge; Locomotive Ellrod built c.1870 probably by W.VanLee Bartlett.
- 21 Pittsburgh&Ohio Valley diesels:
 1 Whitcomb 1944 60425 65 ton ex USArmy 8419,acq.1947.Sold 1965
 2 " " 60381 " " " *8140, acq.1947. Sold 1965
 3 " " 60420 " " " 8424, " "

- 3 EMD SW9 1951 14109 1200hp exP.C.&Y.*2,acq.1965
- 4 EMD SW8 1952 15872 800 hp exPitts.Coke&Chem*4
- 5 EMD SW1 1951 14058 600 hp exAllegh.&SouthSide*101,acq.1959. Sold yo Shenango Ingot Mold.
- 21 Pittsburgh,Chartiers&Youghiogheny RR diesels:
 - 1 FM 1000hp 1949 101-145 new. Sc.1971
 - 2 EMD SW9 1200hp 1951 14109 new. sold P.O.&Y.*3 in 1965
 - 3 " " " " 14110 " " Bangor&AroostockRR*37,1972
 - 3 " " " " 14100 ex P&LE 8932,acq.1972
 - 4 " " " " 1952 17224 new. Resold B.&A.RR*38,1972
 - 4 " " " " 1951 14105 ex P&LE 8937,acq.1972
 - 5 " " " " 1953 18710 new. Resold B.&A.RR*39,1972
 - 5 " " " " 1951 14107 ex P&LE 8939, acq.1972
 - 6 Porter 1944 7316. ex U.S.Navy. Ren. 16.
 - 7 300hp GE 1941 ex U.S.Navy. Resold G.E.Co.
 - 8 450hp Whitcomb 1940 60034 ex Marquette Cement,acq 1965
 - 9 GE 1948 29877 50 tons ex A.M.Byers D-2,acq. 1975
 - 14 GE 45 tons ex Va.Central*?,acq.1978. Quickly disposed.
 - 16 ren.from 6.. Resold 1974 to Vulcan Detinning Co.
 - 17 600hp6E 1950 30445 70 ton ex East Erie Comm.*17
 - 20 600hp6E 1951 31168 70 ton ex East Erie Comm.*20
 - 70 600hp6E 1951 31169 70 ton ex ? Resold 1975
 - 75 GE 1942 15655 65 ton ex U.S.Army 7012,acq 1975
 - 1233 Davenport 1953 3381 44 ton ex U.S.Army*1233

- 21 Pittsburgh&Ohio Valley diesels:
 - 1 Whitcomb 1944 60425 65 ton ex USArmy 8419,acq.1947.Sold 1965
 - 2 " " 60381 " " " *8140, acq.1947. Sold 1965
 - 3 " " 60420 " " " 8424, " "
 - 3 EMD SW9 1951 14109 1200hp exP.C.&Y.*2,acq.1965
 - 4 EMD SW8 1952 15872 800 hp exPitts.Coke&Chem*4
 - 5 EMD SW1 1951 14058 600 hp exAllegh.&SouthSide*101,acq.1959. Sold yo Shenango Ingot Mold.
 - 21 Pittsburgh,Chartiers&Youghiogheny RR diesels:
 - 1 FM 1000hp 1949 101-145 new. Sc.1971
 - 2 EMD SW9 1200hp 1951 14109 new. sold P.O.&Y.*3 in 1965
 - 3 " " " " 14110 " " Bangor&AroostockRR*37,1972
 - 3 " " " " 14100 ex P&LE 8932,acq.1972
 - 4 " " " " 1952 17224 new. Resold B.&A.RR*38,1972
 - 4 " " " " 1951 14105 ex P&LE 8937,acq.1972
 - 5 " " " " 1953 18710 new. Resold B.&A.RR*39,1972
 - 5 " " " " 1951 14107 ex P&LE 8939, acq.1972
 - 6 Porter 1944 7316. ex U.S.Navy. Ren. 16.
 - 7 300hp GE 1941 ex U.S.Navy. Resold G.E.Co.
 - 8 450hp Whitcomb 1940 60034 ex Marquette Cement,acq 1965
 - 9 GE 1948 29877 50 tons ex A.M.Byers D-2,acq. 1975
 - 14 GE 45 tons ex Va.Central*?,acq.1978. Quickly disposed.
 - 16 ren.from 6.. Resold 1974 to Vulcan Detinning Co.
 - 17 600hp6E 1950 30445 70 ton ex East Erie Comm.*17
 - 20 600hp6E 1951 31168 70 ton ex East Erie Comm.*20
 - 70 600hp6E 1951 31169 70 ton ex ? Resold 1975
 - 75 GE 1942 15655 65 ton ex U.S.Army 7012,acq 1975
 - 1233 Davenport 1953 3381 44 ton ex U.S.Army*1233

- 21 Pittsburgh&Ohio Valley diesels:
 - 1 Whitcomb 1944 60425 65 ton ex USArmy 8419,acq.1947.Sold 1965
 - 2 " " 60381 " " " *8140, acq.1947. Sold 1965
 - 3 " " 60420 " " " 8424, " "
 - 3 EMD SW9 1951 14109 1200hp exP.C.&Y.*2,acq.1965
 - 4 EMD SW8 1952 15872 800 hp exPitts.Coke&Chem*4
 - 5 EMD SW1 1951 14058 600 hp exAllegh.&SouthSide*101,acq.1959. Sold yo Shenango Ingot Mold.
 - 21 Pittsburgh,Chartiers&Youghiogheny RR diesels:
 - 1 FM 1000hp 1949 101-145 new. Sc.1971
 - 2 EMD SW9 1200hp 1951 14109 new. sold P.O.&Y.*3 in 1965
 - 3 " " " " 14110 " " Bangor&AroostockRR*37,1972
 - 3 " " " " 14100 ex P&LE 8932,acq.1972
 - 4 " " " " 1952 17224 new. Resold B.&A.RR*38,1972
 - 4 " " " " 1951 14105 ex P&LE 8937,acq.1972
 - 5 " " " " 1953 18710 new. Resold B.&A.RR*39,1972

- 5 " " " 1951 14107 ex P&LE 8939, acq.1972
- 24 Union RR 0-10-2 were built without pilot truck so that they would fit on the turntable .
- 26 Chartiers Coal Co. - Chartiers Valley RR: Inc. 3-3-1949 to hold land and build a railroad to Ohio River on Chartiers Creek. Built from McKees Rocks along Chartiers Creek to Thornburg and near Rook Yard to Remington Mine on present Harbison Rd. Ceased operation 1854. Had 2 locomotives: "John Thompson" 0-6-0 Bald 1848 339 ex Swatara RR "Swatara" disposition unknown and "Alex McKee" 0-6-0 Bald. 1852 494 bought new by Chartiers Coal Co. Dis. unknown. Thornburg is close to Lewis Run Jct.. Add the railroad to map P.8
- 34 Aliquippa&Sou.RR diesels:
 - 700 1800 hp Also RS11 1957 82370 ex Monon.Conn.#700
 - 800-802 rold 1978 CuyahogaValley*?, 1983 Midland Terminal*?, & 1978 CuyahogaValley*?
 - 803 EMD 800hp ex J&L Steel #1001 ex NOUPT*2
 - 1000 EMD 1000hp 1973 72678-1 new. Ren. 1003
 - 1001 " " 1973 72678-2 new
 - 1002 " " 1975 75605-1 new
 - 1003 ren. from 1000
 - 1208-10 EMD 1200hp 1956 new
 - 1211-13 " " 1957 "
 - 1214-15 " " 1953 17432-3 ex Montour*83.&84.Resold CuyahogaVal*1214 & 1215
- 34 Aliquippa&Sou.RR diesels:
 - 700 1800 hp Also RS11 1957 82370 ex Monon.Conn.#700
 - 800-802 rold 1978 CuyahogaValley*?, 1983 Midland Terminal*?, & 1978 CuyahogaValley*?
 - 803 EMD 800hp ex J&L Steel #1001 ex NOUPT*2
 - 1000 EMD 1000hp 1973 72678-1 new. Ren. 1003
 - 1001 " " 1973 72678-2 new
 - 1002 " " 1975 75605-1 new
 - 1003 ren. from 1000
 - 1208-10 EMD 1200hp 1956 new
 - 1211-13 " " 1957 "
 - 1214-15 " " 1953 17432-3 ex Montour*83.&84.Resold CuyahogaVal*1214 & 1215
- 41 Blue Mtn.&Reading diesels
 - 413 EMD 1000hp NW2 5138 1948 ex Erie-Lack.*413,Conrail 9220
 - 424 EMD 1500hp 1951 ex SantaFe#2424 rbt byS.F. Orig F7a #3352.Ren.BM&R#600
 - 600 ren from 424
 - 601 EMD 1500hp 1951 ex SantaGe#2446 rbt byS.F. Orig F7a#3301
 - *425 4-6-2 Bald 1928 60339 ex 6M&O 425
- 41 Wanamaker,Kempton & Sou. #250 sold to Wolfboro RR (NH). #35 Mack diesel 1939 rbt from original 1927 electric. *?
- 41 0-4-0 Whitcomb gasoline 1939 c.n. 13144 ex City of Cincinnati,Oh.
- 41 Anthracite Ry diesels:
 - 9 GE 65 ton 13035 1941 ex Octoraro RR#9. Orig. U.S.Army 7079
 - 55 EMD 600hp 1950 11190 ex Penn Central 8556
 - 735 " " " ex Amtrak #735
 - 4103 Alco RS3 1600hp 1952 80303 ex D&H 4103
 - 4118 " " " 1953 80318 " 4118
- 49 Everett RR diesels:
 - 4 600 GE 80 ton 1943 ex U.S.Army 7893
 - 10 600 hp EMD SW1 1940 ex?
 - 12 " " " " "
 - 56 500 hp Whitcomb 65 ton 1944 .Orig. USArmy 8468, later South Buffalo*44, Fore River*12mConemaugh&Black Lick #56
 - 6506 500 hp Whitcomber 65 ton Orig U.S.Army 8806 later Wheeling Steel #6506
 - 8933 EMD SW9 1200 hp 1951 ex Conrail 8933
 - 8990 " " " 1953 " 8990
 - *13 2-8-0 Brooks 1920 61519 orig. Valley Camp Coal Co.*6, later Laurel Mnt.*13.
- 56 New Hope & Ivyland RR: Purchased 1979 by Bucks County and leased to McHugh Bros for operation. Diesels (only 1 needed for frt.business)
 - 57 1000 hp Alco RS1 1948 76216. ex Washington Term.*57.Resold 1973-4 BR&W
 - 100 1000hp Bald DS44 1947 72839 ex Copper Range#100,acq.1974
 - 101 " " " " 40 " 101 "
 - 302 " " " 1949 74119 Pa#9069 acq 1976(PC8281)
 - 303 1200hp " " S12 Pa#9315 acq 1975(PC8311)
 - 309 1000hp " DS44 1949 74203 Erie#609 acq 1974
 - 313 " " " 1949 74618 Erie#613 "
 - 390 300hp GE 45 ton U.S.Army*?
 - 395 660hp Bald 1947 72817 Warner Co.*11,acq.1980
 - 400 380hp GE 44 ton 1947 29070 Hoboken Shore #700,acq.?

- 401 3000hp GE U30B 1967 NYC#2880,Conrail 2880, acq. 1984
- 402 " " " " 2887 " 2887, acq. 1984
- 64 Cambria & IndianaRR diesels:
 - 15-16 1500hp EMD SW 1068 34121-2 new
 - 17-18 " " " 1968 35118-9 exPatapsco&BackRivers#150-1,acq.1975
 - 19-20 " " MP 1975 75627-1&2 new
 - 30 1200hp " SW9 1951 14508 Sold Pat.&BackRivers#113,1975
 - 31 " " " " " "
 - 32 " " " " 1952
 - 33 ?
 - 34-36 " " " " *34 sold to Beth.Mines*34,Ebensburg
 - 37 ?
 - 38-39 " " SW12 1956 ex Conemaugh&Bl.Lick #38&39
 - 40 " " " " 1957
 - 41 " " " " 1956 ex Patapsco&BackRivers#130
 - 42-44 " " " " 1957
 - 45 " " SW7 1950 11655 Sold 1975 to Pat&B.R.#122.
- 65 Conemaugh & Black LickRR diesels:
 - *27&28 Baldwin 1948 went to Columbia Geneva Steel, not C&BL.
 - 11 Slug ex Bald 660 hp 1946 73036 Patapsco&BackRiver 11, 308
 - 12 " " 1000 " 1948 73574 " 12, 340
 - 52 650 hp Whitcomb 65 tons 1944 orig.U.S.Army 8468 or Fore River #12. Resold 1953 to Fore River#14
 - 56 650 hp Whitcomb 65 tons 1944 Sold to Everett RR #56.
 - 60-61 600hp EMD SW1 10009-10, 1949. New.resold Beth.St.,Beth.Pa
 - 62 " " " " 1950 Sold Beth.St.,Johnstown
 - 63 " " " " " Sold Beth.Mines,Windber,Pa
 - 64 " " " " " Sold Beth.St.,Bethlehem
 - 65 " " " " 11941 " Sold ?
 - 100-2 1000hp " NW2 1949
 - 103-5 1200hp " SW7 1949
 - 106-110 " " " " 1950# 106 sold Steelton&Highspire72
 - 111 " " " " 9756 1949
 - 112-114 " " " " 1950
 - 115 " " " " 9918 1949 Sold Pat.&BackRiver#116,1979
 - 116-117 " " " " 1950#117 sold Steelton&Highspire71
 - 118 " " SW9 17225 1952 Sold Pat.&BackRiver#117,1979
 - 119 " " " " 17226 " Sold Steelton&High. #70,1979
 - 120 " " SW12 1956 Sold Cambria&Indiana#38
 - 120 " " SW9 1951 ex Bangor&AroostockRR#37
 - 121 " " SW12 1956 Sold Cambria&Indiana#39
 - 121 " " SW9 1951 ex B.&A.RR #30
 - 122-123 " " " " ex ?
 - 124-126 1000 " NW2 " ex ?
- 65 Johnstown & Stony Creek: The line to Moxham built by Johnson Steel Street Rail Co., see below.
 - Diesel Locomotives:
 - 1 65 ton Whitcomb ex U.S.Army and Etna&Montrose#1. Sold ?650hp
 - 2 " " 650hp " " #2. Sold ?
 - 3 " 1943 " 650 hp " *7980. Sold South Brooklyn RR#3
 - 462 EMD SW1 600hp 1949 7509 ex Union #462,acq.1963.Sold Turtle Creek Ind.RR#462.
 - 469 EMD SW1 600hp 1950 8531 ex Union #469,acq. 1963
 - 471 " " " " 10900 " #471 "
- 65 Johnson Steel Street Rail Co.
 - Built street car track and had 2.5 mile railroad Messenger Street ion Johnstown to Moxham in 1887 later acquired by the Johnstown & Stony Creek RR. The street rail company carried passengers and had five locomotives which probably were later acquired by the J&SC RR
 - 1 "Dulcie" 0-4-0T Porter 11-1887 874 new
 - 2 "Bessie" 0-4-0T Porter 12-1887 899 new
 - 3 "Mabel" 4-2-0 Porter 7-1889 1047 new
 - 4 "Grace" 0-6-0T Porter 3-1890 1152 new
 - 5 ? 0-4-0T Porter 1-1893 1443 new
- 66 Chestnut Ridge rail bus photo. Ex Pitts.,Lisbon&Western#51 built 1-1922.
- 68 Calder Brick photo. Engine built by Grant 1878 for Manhattan Ry. #216,acquired 11-1904.
- 72 G. P. Coal Co ran west off Beaver Meadow RR starting about 1.5 miles west of Beaver Meadow and running to Treschow and slightly beyond, a total of 3 miles. May have been operated by Beaver Meadow RR. In existence in 1850s but gone by 1889. Not known if taken over by B.M.RR or L.V.RR

- 72 Panther Valley: *2882 GE U-30 3000 hp ex NYC/Conrail 2882. Sold to Gettysburg RR in 1984, *28
 2895 " U-33 3300 hp Ex Maxahala Valley, PaRR/CR 2895
 2896 " " " " acq. 11-1983
 2930 " " " " acq. 1987
- See last page of Addenda showing Lofty area map of Schuylkill County
- 78 Nittany & Bald Eagle RR: Acq. 1 mile Bellefonte Central, Bellefonte to Coleville. Locos: *2427&2429 ex Santa Fe 1500
 hp EMD F7a rebuilt by S.F. in 1976 to CF7
- 82 Octoraro: Has 87 miles of route. Locos:
 2 Alco RS2 1500 hp 1949 76819 ex Toledo.Peoria&West *202
 3 " S2 1000 hp 1948 76183 ex B&O 9063, nee 519, acq. 12-1976
 4 " " " " 1944 72711 " 9034 " 490
 5 " rs2 1500 hp 1949 77404 ex TP&W *205
 134 Alco RS3 1600 hp ex Amtrak *134, PaCentral 5521
- 82 Brandywine Valley RR: Owned by Lukens Steel, acq. 3-1-1982. Locos:
 8201 EMD NW2 1000hp ex Conrail 9236, nee ErieLack 442
 8202 " " " " 9228 " 421
 8203 " " " " 9259 PaCent. 8670
 8204 " " " " 9230 ErieLack 423
- The Lukens Steel plant also has several switchers.
- 86 Lake Erie, Franklin & Clarion loco.additions:
 20 Alco 1000 hp 1949 sold 5-1972 to Livonia,Avon&Lakeville *20
 21 " " 1950 " 1972 to Ohio River Co. *21.
 22 " " 1951 exMinn.&St.Louis 234 nee 951. Sold 1973 to Proctor & Gamble *1
 23 EMD 1500 hp SW 37294 1971 New. Sold Weirton Steel Co 6-1985
 24 " " " 4626-1 1972 New. " "
 25 " " MP15DC 756146-1 1976 New
 26 " " " 776021-1 1977 "
 27 " " MP15AC 786162-1 1978 "
 28 " " " 786234-1 1979 "
- 91 Falls Creek RR locos: (RR operates several times weekly)
 61 Alco S2 1000hp 73359 1945 Ex Mercersburg Ry *1, nee Lykens Valley *1
 62 Alco s2 1000hp 76572 1949 ex Mercersburg Ry *2, nee Long Island RR *452.
 2470 EMD/SF CF7 1500hp ex F7a rbt 1976 by S.F.. Orig. *3391
 2471 " " " " " " 2811
- 103 North Shore RR:
 29 1500hp EMD F7a rbt by AT&SF to CF7, ex SF 2429, nee 236C. 1950 built.
 44 " " " " " " 2444 331L "
- 365 800hp EMD SW8 ex AT&SF.
- 107 Steelton & Highspire diesel locos:
 21 600hp EMC 1936 cn632 ex Phil.Beth.&NewEng. *204 rbt 1956 to 900hp resold to Patapsco&BackRiver *110, later
 P.B. & N.E. *50
 22 600hp EMC 1936 cn618
 23 " " 1937 654 Rbt 1967 to 900hp & sold 1-68 to Md. & Pa. *83
 24 " " " 681
 25 " " 1935 517 & GE 11654. Orig. DL&W *426. Sold Pat. & Back R *109. Rbt to 900 hp in 195x. Resold
 Beth.Mines *33, Ebensburg, Pa. 26 600hp EMC 1937 699 Rbt. to 800hp
 27 " " 1936 617 " " 900hp
 28 " " & GE 1935 cn 51611653 for DL&W *425, Later Pat & Back R *108. Sc. 1964
 29 none (steam eng.)
 30 400hp EMC 8-1930 cn 465, box cab acq. 8-1932. Sc. ?
 30 600hp GE 70 ton 1941
 31 600hp Alco 1937 68795 or else South Buffalo *50
 35 600hp GE 70 ton 1941 15017. Resold Fore River RR *16, 1958
 35 Whitcomb 80 ton 1947
 36 600hp GE 70 ton 1941 15018. Resold Fore River RR *15, 1958
 36 Whitcomb 80 ton 1947
 37 " " " " Resold Beaufort & Morehead RR *65
 40-41 1200hp SW9 EMD 1951 14743-4
 42-43 " " " 1952 17227-7. *42 to Pat & Back R. *123
 44 " " " 1956 22084
 60-65 1000hp S2 Alco ex RF&P *67, 61, 59, 63, 65, 64, bit 1946 & 8. *62 resold 1978 to Delrow Connecting RR *62
 66-67 1000hp S4 Alco 1951 ex LV *166 & 167. *67 rbt to slug 1977.
 68-69 1000hp S2 Alco ex RF&P *58 & 59
 70 1200hp SW9 EMD 1952 17226 ex Conemaugh & Black Lick *118, acq. 1979
 70 slug 1000 hp Alco 80469 ex S4. Orig. NKP *75, N&W 2075. Rbt 1977 slug

- 71 1200hp SW7 EMD 1950 ex Connemaugh & B.L. #117.
- 71 " Alco 74335 "S2 " D&H 3007, So. Buffalo #101.Rbt.1980.
- 72 " SW7 EMD 1950 ex Connemaugh & B.L. #106
- 76 1000hp Alco S2 76163 1948 Orig. RF&P #63, ex Steelton & High #63. Sold 1979 to Delray Conn #63.
- ? 1000 hp Alco S-4 ex N&W 2075, nee NKP #75. 1953, c.n. 80469. Acq. 1977 for conversion to slug.
- 123 Allegheny RR diesels:
 - 101 3000hp EMD 1968 GP40 7145-73 ex Conrail 3242, P.C.3242
 - 102 " " " 7145-82 ex " 3251, P.C.3251
 - 103,111-113 1500 ex EMD F7a rbt by SantaFetoCF7 #2590,2521,2420, 2603
- 125 Summit Lbr.Co. Had 6 Brookville Loco. Works 4 wheel locos, 36" ga.. C .n. 1069, 4 tons bit 1927, 2nd hand ex Consolidated Lbr.Co.,Uniontown acq. ?; C.N.#1127, bit 8-1927, 4 tons, new. sold 1931; #1259, bit 8-1928,new,5 rons, sold 1934 to John Curry,Uniontown,Pa; #1483, 8 tons bit 11-1929; #1535 bit 5-1930, 6 tons new; #2122 bit 7-1936, 8 tons,new.
- 127 Mapleton photo: Juniata White Sand Co. Loco built by Baldwin 1914 39555 probably.
- 127 Pitts. & Connellsville Gas Coal & Coke Co. owned by John F. Dravo who also owned the Pitts.&McKeesport Car & Loco. Works. The reason for the fancy paint job is obvious.
- 145 Penn View Mountain RR: At Blairsville. Defunct 1973. For tourists. H.Nad 2 loco:
 - B 0-6-0 Baldwin 56402 1923 ex Duquesne Slag #8. Sold ?
 - 76 2-8-0 " 54265 1920 ex Mississippian Ry.#76, Frisco #76. Sold to Blairsville & Indiana RR.
- 145 Blairsville & Indiana RR: Formed in 1974 to operate Pa.RR branch Blairsville to Indiana. ICC auth,not received & PennCent.withdrew lease in 1976. Never operated. Locos:
 - *76 2-8-0 Baldwin 1920 54265 ex Penn View Mtn.#76 (Mississippian Ry#76). Sold to Gettysburg RR#76
 - 407 Bald 1200hp 1953 75838 ex Monongahella#407.Sold to Gettysburg RR#407.
- 146 Pittsburgh & Shawmut RR locos:
 - P.&S. locos were renumbered and given names of guns with their numbers being the year of the event for the 1976 Bicentennial. They were then renumbered 1-9; the original numbers being 231-239. All are EMD SW9 1200hp built 1953,c.n.18860-63,18965-68,19043. Their Bicentennial * & names:
 - 1/1775"Independence";2/1866"OliverWinchester; 3/1774"BenFranklin
 - 4/1891"JohnBrowning"; 5/1851"SamColt";6/1865"B.TylerHenry";
 - 7/1949"BillRoger"; 8/1816"EliphaletRemington";9/1776"BetsyRoss
 - *10 GP7 EMD 6-1953 18521 1500hp ex NYC 5672,nee 5817
 - *11 " EMD-Can 3-1951 A154 " " 5818, nee C&D 5720
 - 357 GP7 8-1952 16907 Wrecked soon after receipt by P&S in 11-1975, but kept for parts Named "Dan Wesson", bit 1982,sc.1982 GP7,1500hp exRdg#608
- 155 Lackawanna Valley RR locos:
 - 901 3000hp GE U30B 1967 36439 ex Conrail 2888,PC2888,neeNYC
 - 902 3300 " U33B " ex Knox&Kane#29, PC#2914
 - 903 " " " ex Guilford#192,Pa.2925,acq.1988
- 155 Pocono Northeast RR locos:
 - 601 600hp EMD SW1 1942 1611 ex Conrail 8408neeCNJ 1012,acq1982
 - 901 900 " SW 1955 20942 " " 8638 nee NYC 9638, acq.1982
 - 1201 1200 " SW9 1952 17060 " Montour #77.
 - 1751 1750 " GP9 1956 "Contal17242,neePa.*?
- 165 CornwallIRR diesels:
 - 12, 14, 16 600hp EMD SW1 1940 cn 1088,1161,1129 ex Phil, Beth. &New England 12,14,16. Sold back as #156,157,155
 - 100-101 1000hp EMD MW2 1947 5147-8. New. Sold PB&NE #26,27
 - 120-122 1200hp EMD SW7 1950 11372,3,13540. New. Sold PB&NE #44,121,122
- 175 Brandywine photo. c.n. 1643 (not 1143).
- 177 Vulcan photo. Vulcan made 7 of these engines, 1 being in 1931 for Dick at Audenreid.
- 191 Knox & Kane RR locos:
 - 1 Porter 50 ton 1946
 - 14 EMD GP9 1750hp 1957 ex Johnsonburg,Kane,Warren&Irv.#6414,nee WM6414
 - 29 GE U33B 3300hp 1968 ex Conrail 2914, P.C. 2914.Sold 1988 to Lackawanna Valley #902
 - 90 EMD SD7 1500hp 1950 ex ?
 - 337 Bald. DS44 1000hp 1948 73571 ex Patapsco&Back River #337
 - 338 " " " 73572 " #338
 - 9090 EMD SW7 1200hp ex Conrail 9090, nee Pa*?
- 204 Upper Merion & Plymouth locos:
 - 11 600hp EMD SW1 1942 1854 ex Phil,Beth&NewEng.*11
 - 19 " " " 1853 " #19
 - 51 660hp Bald 1941 New 62499. Rbt 1960 with Alco diesel. Sold 1979 to Alabama By Products for use at Conschocken,Pa.
 - 52 660hp Bald 1942 New 64243 Rbt. with EMD diesel.
 - 53 GE 1942 80 tons. Sold Vulcan Materials#4386

154 see
LAST
PAGE

54 600hp Alco 1945
55 GE 1949 95 ton sold 1960 to Copperweld Steel
56 380 GE 1950 44 ton 30252. Sc.
57 " " " " 30855 Sold 1964 Nipak Inc, Texas *57
58 " " 1951 " 31116 Sold 196x
59 " " 1952 " 31232 Sold 1964
60 900hp Alco S6
61 " " " 1957 82298. Sold 1978 South Hopkins Coal Co.
101 1000 " " 1956 81721 Ex B.Perini&Sons, Contractors
142 " " 521944 70198 ex West.Md. *142, acq. 1967
151?
152 600hp EMD SW1 ex ?
506 1500 " SD7 1952 ex Wisc.Sou*506, nee Mil *506, 2208
512 " " " " 512 " 512.2212
522 " " " " 522 " 522.2222
1002 1000 " NW2 1947 4588 ex Texas&Pacific *1002
1009 " " " 1948 6581 " *1009
3021' " Alco S2 " 76200 ex Del.&Hud.*3021. Sold 1972 to Pa. Electric.
210 Northampton & Bath RR locos:
*801 Bald-Westinghouse 61261 1930. Used as West.demonstrator until 1933 when N&B bought it. Used Westinghouse diesel engine, Baldwin body. New diesel engine 1945.Sc 12-1954
*802 Bald-West. 61750 II-1933 like 801. Bought 3-1934 New diesel 1945.Sc. 1954
*1601 West. with Bethlehem Steel body 12-1935. Demonstrator *18 for West. until 4-1937 sold to N&B. New diesel 1948. Sc 1950.
*1001 1000hp EMD NW2 1947 4794 ex Lake Term.*1001. Sold to Youngstown&North*287 in 1979.
*1002 1000 EMD NW2 1947 4796 ex Lake Term.*1002. Sold 1979 Y. & N.*286 (B&LE 286)
210 Phila,Beth.&New Eng Diesels:
*9 slug
10 slug ex Bald 1000 hp Connemaugh&BlackLick *12, nee Pat.&BackRiver*340 1948 73574.Rbl 1972 to slug by P&BR
11 EMD 600hp SW1 1942 cn 1854. New. Resold Upper Merion&Ply.*11
11 slug ex Bald 1000hp 1948 73786 Rdg 712, Pat.&BackR.712
12 EMD 600hp SW1 1940 1088 New. Resold Cornwall RR*12
12 slug ex EMD NW2 1947 cn 5147 rbt 1977. Orig. PB&NE*26, then P&BR*120, then Cornwall*100 & finally PB&NE*12
13 EMD 600hp SW1 1940 1160 New. Rbt. & Ren.213
13 slug ex ?
14 EMD 600hp SW1 1940 1161. New Slold to Cornwall RR *14
14 slug ex EMD, 1940. Sold to P&BR??
15 EMD 600hp SW1 1940 1228 New. Ren 213
16 " " " " 1229 " Sold Cornwall RR*16
17 " " " 1941 1449 " Sold Pat.&BackR.*153
18 " " " " 1450 " " *154
19 " " " 1942 1853 " Sold Upper Merion&Ply.*19
21 " 1000hpNW2 1941 1476 "
22-25 EMD NW2 1000hp 1946 cn 3426,4069-71
26 " " " 1947 5147 ex Cornwall*100. Orig.PB&NE*12.
26 " " " 1949 ex Bangor&Aroostock *20, nee 800, acq. 1970
27 " " " 1948 New. ? Sold?
27 " " " 1947 5148 ex Cornwall RR *101
28 " " " 1948 8412
28 " " " 1949 ex Bangor&Aroostock *21, nee 801, acq. 1970
31-34 " SW7 1200 1950 11374-5, 13565-6
35-36 " " " 1951 14095,6
37-38 " " " 1952 15133,44
39 " SW12 " 1956 21736
40-43 " " " 1957 22903-4, 23266-7
44 " SW7 " 1950 11372 ex Cornwall *120
50 " " " 1936 ex Pat.&BackR.*110, nee PB&NE204.Rbl 1953 to 900hp
51-54 EMC NC 900hp 1937 648,9,728,9 New. Rblr 1955 new 900hp engine.(51&52 orig.*208-9)
55 " " " 1935 518 ex PB&NE 203. Sold Pan Am.Engr.
55 " " " 1937 650 Ex E.J.&E.402 nee Youngs&Nor*201, acq 1955. New eng 900hp 1956 Sold to Bethlehem SAT.*10, 1971
66 Whitcomb 1944 60448 65 ton. Ex U.S.Army
200 " 1941 20 ton 0-4-0 150hp

- 202 GE 60 ton diesel-battery-electric 1929 11255. acq.3-1931. Rbt to 600 hp using 4 150hp engines.Sold Steelton&Highspire *12,1945.Sc1949
- 203 EMC 1935 518 Model 90. Demo*518,then bought by PB&NE. Ren 55 in 6-1948.
- 204 ex ? Became PB&NE *50
- 206 EMC 1937 654 600hp. ex ? Rbt 1967 900hp engine. Ex Steelton&Highspire *23.
- 207 Alco 1937 68703 900hp (first turbocharged diesel loco.) Sold South Buffalo RR *70 soon after receipt.
- 208-209 Ren. 51&52. See above.
- 213 ex *13. Sold to Pat&BackRiv*151
- 215 " 15. " *152
- 251-52 Baldwin 1000 hp 4-1945 72007-8 New. Sold to Patapsco & Back Rivers RR
- 261 Alco S2 1000hp 1945 73375. New Sold So.Buffalo*78,1947
- ?,?,? Whitcomb 650hp 65 tons 1944 ex USA 8139,8406,8412.
- 216 L.V.I. photo. Had construction number 6.
- 218 Septa locos: *1-2 GE 45 ton ex U.S.Army
- 50-52 EMD 1200hp SW12 1954 ex MII 649,626,639 nee2044,2021,2031
- 2301-7 Electrics model AEM7
- 7019 EMD GP9 1750hp 1955 ex PC 7019, neePa.
- 7028 " " " " " 7028 "
- 227 At rear of this addenda is a map of the Lofty area of N.E. Schuylkill County showing tracks and abandonments in that area and new construction completed in 1988
- 227 Mahanoy & Hazleton RR. See Schuylkill Co map at rear of Addenda
- 247 West Shore RR loco: (RR runs as needed with 1 or 2 cars)
- 2233 EMD GP30 2250hp ex Conrail 2233 neePa2233
- 8525 " SW1 600hp 1950 ex Conrail 8525.
- 248 Westinghouse Interworks RR:
- 2 Plymouth 0-4-0 diesel mechanical.
- 7 boxcab bilt by West. 12-1928 XE91300 300hp. Retired 1947.Sc.1952
- 8 end cab West.&Bald 61263 12-1930 400hp. New diesel engine 1945
- 9 " " 61262 5-1930 " " Sold Deltch Co.*9.Sc.1969.
- 10 Bald. 660hp 64747 6-1942 New. Sold to Deltch*10
- 76 EMD 660hp 1956 ex LV*106,acq 1975
- 258 Donora Southern RR diesels:
- 201-202 Porter 1946 7977-8 200hp 36 ton. Resold to Basic Materials and Tippens Mach.Co.
- 301 GE 235 hp 35 ton 1949. Resold Ek Pletcher
- 802 sold to B&LE *285 in 1963; *803,4,8,11 sold U.S.Steel,Homestead Works; *805,6 to Monessen S.W.RR *28 & 6;
- 807 sold U.S.Steel Edgar Thompson Works*112; 809 sold Lake Terminal RR*825; *810 sold U.S.Steel Duquesne Works.
- 263 Lackawaxen & Stourbridge RR: *54 EMD BL2 1500hp 1949 ex BAR*54,nee554
- 59 Alco 1600hp RS3 1952
- 102 Alco RS3 1600hp 79871 1952 ex Rdg*465,acq. 1976
- 265 Latrobe Connellsville Coal & Coke Co. See Millwood Coal & Coke Co., Page 266 below
- 266 new company: Millwood Coal & Coke Co. Organized in 1872 and built a 3 mile 36" gauge railroad 2 miles east of Derry at Millwood running north to coal mines. In 1906 sold to Latrobe Connellsville Coal & Coke Co. Unknown when torn up but probably after 1920.
- 1 0-6-0 Bald 12-1872 3066 "Millwood"
- 1 0-8-0 Bald 3-1903 21758
- 2 ? Bald 4-1874 3575
- 2 0-8-0 Bald 5-1891 11903
- 266 Turtle Creek Industrial RR locos:
- *? GE 44 ton
- *? Whitcomb 45 ton 1941 60097 ex MCPCo of Pitts. acq.1981,nee U.S.Navy 65-00079
- 462 EMD SW1 600 hp 1949 7509 ex Johnstown & Stony Creek *462,nee Union 462
- 550 " NW2 1200hp 8534 210-1949 ex Union *550,acq. 1986
- 273 Maryland & Penna. diesels:
- 70 EMD 600hp 1946 SW1 4162 New. Sold to A.J.O'Neill
- 80 " 1000 " NW2 4160 New. Sold Republic Steel *334,11-1959
- 81 " " " " 4161 "
- 82 " 1200 1951 SW9 15558
- 83 " 900 1937 654 Orig.Steelton&Highspire*23,600hp. Rbt 1967 new engine to 900hp. Acq. ?, Resold Stewartstown RR*11
- 84 " 1200 1952 SW9 16330 ex Montour RR*85,acq 1976,neeP&LE B952
- 85 " 1000 1941 NW2 1455 ex Rdg*92,acq. 1976
- 86 " 1500 1953 6P7 18421 ex Rdg*621,acq.3-1976
- 336 L&NE diesel dispositions: *611 sold Ford Motor Co. *10013, 612-616 sold L.&N.RR *2370-74; *651 , 653,657,659,660,663 sold Raymond International Co. *1501,-1506. *652,654-6,658,661-2 became L&N RR *265-271, *701710 became L&N RR *332-341; *751-753 became L&N 327-329.

307 SEE
LAST
PAGE

- 337 add #27 A. & E. Roberts (Cranberry Coal Co.). This company built the line from Hazleton to Cranberry Jct.
- 337 add Audenreid Tower & Co., private company built two coal mine branches which were acquired by the Beaver Meadow RR 2-20-1861: Yorktown to Honey Brook Mine #1, 1.8 miles built c. 1855 and about 1860 extended .7 miles to Honey Brook mine #2. On the map on p. 337 this is the brown colored #11 line running west from Audenreid. Change #11 to 26 and list #26 as Audenreid Tower & Co.. You can also add the name Honey Brook at the end of the line.
- 340 add Audenreid Tower & Co. not incorporated. Built from west end of Beaver Meadow RR at Audenreid (Yorktown Jct.) west 1.7 miles to Honey Brook #1 mine circa 1855 and circa. 1860 another .7 miles to Honey Brook mine #2. Probably operated by the Beaver Meadow RR. Acq. by Beaver Meadow RR 2-20-1861. Unknown when torn up.
- 340 add to Beaver Meadow RR this summary of construction:

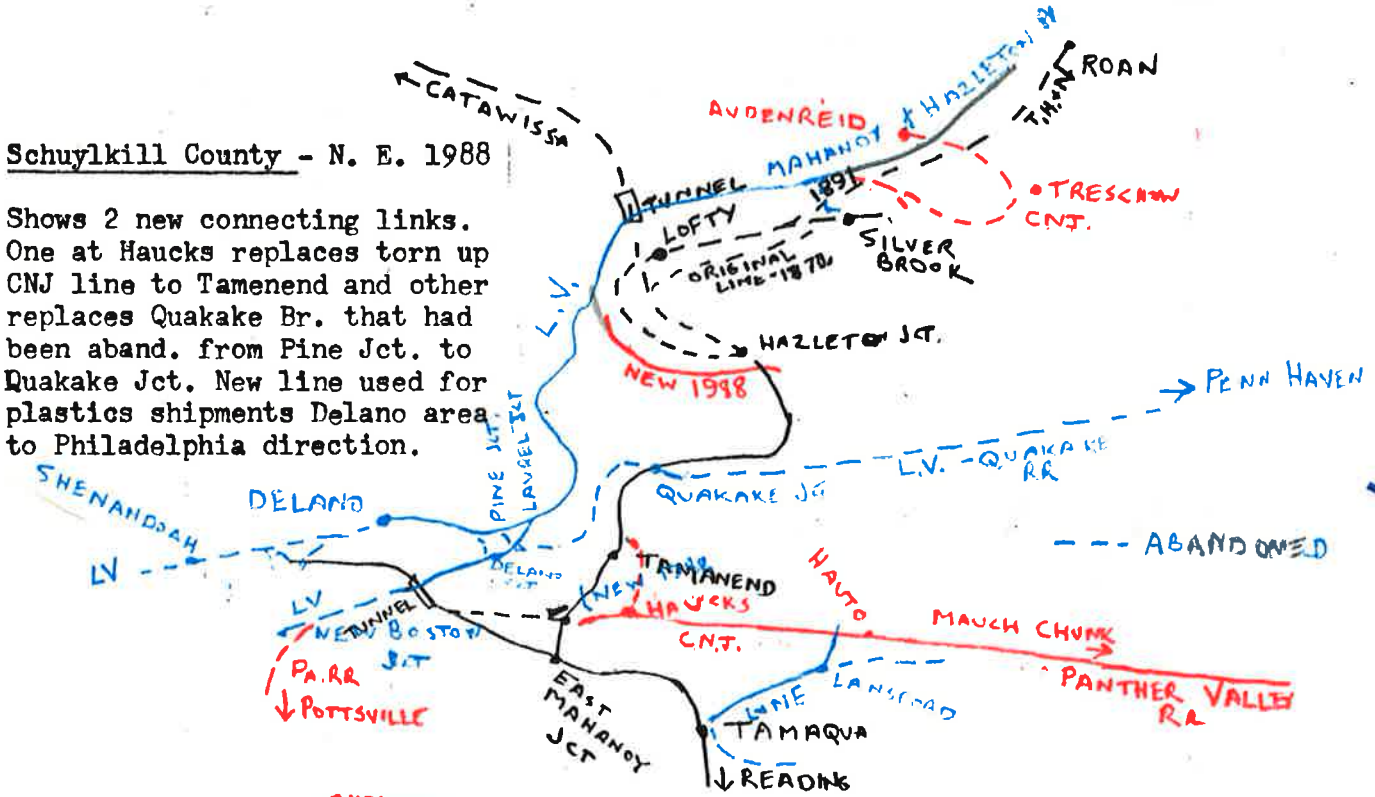
Parryville to E. Mauch Chunk	1836	6 miles	Blt. by B.M.RR. Aband. 1841
E. Mauch Chunk to Beaver Meadow mines	1836	19.7 miles	Blt. by B.M.RR
Weatherly to Hazle Creek Bridge	1853	1.7 miles	Blt. by Hazleton Coal Co.
Hazle Creek Bridge to old main line	1855	1.5 miles	Blt. by B.M.RR
Leviston to Yorktown	1860	4.4 miles	Blt. by New York & Lehigh Coal Co.
Yorktown to Honeybrook	1861	2.4 miles	Blt. by Audenreid, Tower & Co.
- 341 add Cranberry Coal Co. inc. 4-23-1864 and took over Algernon and Edward Roberts's coal mines and railroad from Hazleton to Cranberry and Mt. Pleasant, 3 miles. Sold to L. V. RR in 1870
- 342 Diamond Coal Co., inc. 3-19-1841 to hold 2000 acres in Sugar Loaf Twp.. In 1847 built .8 mile spur from the Sugar Loaf Coal Co's RR. Operated by Sugar Loaf Coal Co. (L.V.)
- 343 add New York & Lehigh Coal Co inc. 11-17-1854 and took over privately built line in 1853 extending from Leviston to Yorktown, 3.8 miles. Acquired by Beaver Meadow RR 11-19-1860.
- 343. Packer, Carter & Co. This coal company about 1850-5 built a 2.5 mile line from just north of Lumber Yard on north side of Hazle Creek west to Sugar Loaf Coal Mine. Operated by Hazleton RR. Torn up prior to 1869.
- 344 add Roberts, (Algernon & Edward). Built private coal line from Hazleton west to Cranberry c. 1848, 1.4 miles and c. 1857 from Cranberry to Mt. Pleasant, 1.3 miles. Inc. 4-23-1864 as Cranberry Coal Co. and sold railroad sold to L.V. in 1870
- 348 Monongahela Ry diesel locomotives:
 - 400-406 Baldwin S12 1200 hp 1952 75797-75803 All scrapped 1974 except #405 in 1969
 - 407-418 Baldwin S12 1200 hp 1953 75838-75849 #407 sold 1971 to Blairsville & Indiana RR & #415 sold to Erie Mining Co (Minn) 1964, & ren. 404. All rest scrapped: 1969 - 408,9,12,13,18; 1974 411, 16, 17; 1966 #410
 - 419-426 Baldwin S12 1200 hp 1954 76010-76017 #419 & 422 sold 1964 to Balken Mining Co (Minn) #1 & 2; #425 sold Erie Mining Co. #405, 1964; #424 & 426 scrapped 1974 & 1970; #420, 21 & 23 sc. 1969.
 - 1205, 7, 9, 10, 11, 13, 16 Baldwin RF16A 1600 hp 1951 75361-75372. Ex NYC same #s, acq. 1967. #1205, 16 sc. 1974, #1207, 9, 10, 11, 13 sc. 1969
 - 1500-6, 8, 10 EMD GP7 1600 hp ex P&LE 1504, 6, 13, 17, 20, 23, 24, 28, 33. Built 1953, 53, 52, 52, 52, 51, 51, 51.
 - #1500-5 acq. 1974, others acq. 1975 #1501, 3, 4, 5 scrapped 1975. Others leased out in 1980s
 - 2000-2004 EMD DF38 2000 hp 1969, c.n. 35074-78 New
 - 3708 Baldwin RF16B 1600 hp 1952 75,407 ex NYC 3708, acq. 1967. Sc. 1970
 - 3709 Baldwin RF 16B Not used. bought for parts ex NYC 3709
- 349 Pitts&Eastern engine was built 1896 by Schenectady c.n. 4395, photographed but not delivered. Instead went to Fall Brook RR #81
- 440 Unidentified loco. in Rdy. photo is #118
- 443. Pittsburgh & West Virginia Diesels (all bought new)
 - 30 Baldwin 1000 hp 1943 69656. Sold Potapscoc & back Rivers RR #355
 - 40 Baldwin 1600 hp 1951 75164 Sold Pa. RR #8114, 1963
 - 50-51 F.M. 2000 hp 1947 L1D38, 9
 - 52-53 F.M. 2000 hp 1948 20L33, 4
 - 54-59 F.M. 2000 hp 1951 20L51-20L56
 - 60-65 F.M. 2000 hp 1952 21L630-36
 - 66-71 F.M. 2000 hp 1953 21L713-718. #67-69 resold Akron, Canton & Y. #508, 6, 7
 - 90-91 F.M. 1600 hp 1956 16L1140, 41
 - 92-93 F.M. 1600 hp 1957 16L142-143
 - (100-101 EMD GP 35 2500 hp 1964. Ordered by P&WV, but RR bought by N&W. in 1964 and engines delivered as N&W 1300-1301.

RECENT ADDITIONS

- 154 Lackawanna Iron & Coal Co., inc. 4-5-1853 Previously as a partnership in 1849 it had built a 5.7 mile line from their furnaces just south of the later huge DL&Y shops to the mouth of Stafford Meadow Brook and then up it to their iron mines. This line still existed in 1873 They had a 2-2-0 locomotive which switched the furnaces in the 1880s-90s. What was used on their tram road other than horses is unknown.
- 307. add Franklin Coal Co. Built prior to 1860 a branch off the Lehigh & Susquehanna running south east 1 1/2 miles. Later called the Franklin Branch.

Schuylkill County - N. E. 1988

Shows 2 new connecting links. One at Haucks replaces torn up CNJ line to Tamenend and other replaces Quakake Br. that had been aband. from Pine Jct. to Quakake Jct. New line used for plastics shipments Delano area to Philadelphia direction.



PHILADELPHIA R.Rs
1860

